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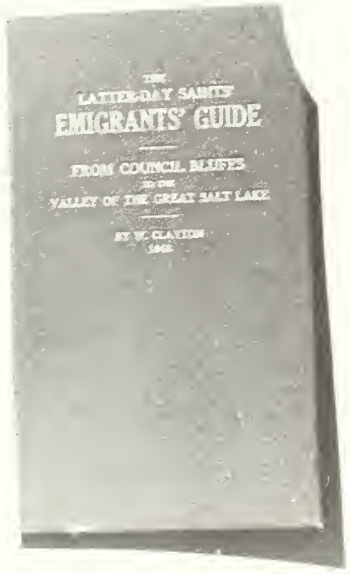
comprehensive plan and finding of no significant impact

MORMON PIONEER NATIONAL HISTORIC TRAIL

ILLINOIS-IOWA-NEBRASKA-WYOMING-UTAH



As the nation's principal conservation agency, the Department of the Interior has basic responsibilities to protect and conserve our land and water, energy and minerals, fish and wildlife, parks and recreation areas, and to ensure the wise use of all these resources. The department also has major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

ROCKY MOUNTAIN REGION, NATIONAL PARK SERVICE
United States Department of the Interior

SUMMARY

The Act

The National Trails System Act was amended November 10, 1978, to add the Mormon Pioneer National Historic Trail to the system. The Act requires this comprehensive plan for the trail's management and use be provided to the Congress by October 1, 1981.

The plan elements are:

- Identification of specific objectives and practices to be observed for the management and use of the Trail.
- Identification of all significant natural, historical and cultural resources to be preserved.
- Details of cooperative agreements to be consummated with State and local government agencies or private interests.
- The process to be followed to implement the marking requirements established in Section 7(c) of the Act.

Planning

The Advisory Council, in coordination with Federal, State and local officials and interested persons, has provided recommendations and guidance to the Secretary of the Interior for the preparation of this plan.

Designation

Congress authorized and designated the 1300-mile trail extending from Nauvoo, Illinois to Salt Lake City, Utah through the states of Iowa, Nebraska and Wyoming. This officially designated trail is administered by the Secretary of the Interior. The Trail is to be managed to preserve open space environment and to provide dispersed recreational opportunities and historical interpretation.

Public Use

Public use will be associated with those activities that can result in the understanding and reenactment of the first Mormon Pioneer trek of 1846-1847.

Plans Actions Federal

The plan establishes six Initial Protection Segments on Federally-administered lands as meeting the criteria established in the plan. The Bureau of Land Management administers four components in Wyoming on the Rawlins, Lander, and Rock Springs Resource Areas. The Fish and Wildlife Service one segment at the Seedskadee National Wildlife Refuge and the National Park Service manages one segment at the Fort Laramie National Historic Site.

Non-Federal

The plan recommends that 75 other non-Federal areas be subsequently certified by the Secretary of the Interior as Certified Protected Segments. These lands will enter

the system upon application from involved State, local Governmental agencies or private interests.

Resources

Eight important cultural and natural areas related to either the pioneer trek or later significant events are located on Federal lands within the initial protected segments and have been inventoried and are identified in the plan. The analysis and management principles for their preservation are outlined in the Trail Management section and will be in accord with Section 106 procedures or within Federal authority and regulations of the Secretary of the Interior.

Seventeen cooperative agreements are required to implement the elements of the plan. A listing of Federal and State agencies and private interest organizations and their responsibilities is shown in the Cooperative Agreement section.

Marking

The marking program has identified 1,624 highway miles in five states which will be marked for trail purposes. The plan calls for: (1) initial designation and marking of a 1,385-mile Auto Trail Route involving 982 miles of U.S. highway routes and 403 miles of State routes; (2) the marking and interpretation of an additional 239-mile secondary connecting routes along eleven routes; and (3) withdrawal of 47 miles of Federal trail miles in 5 locations within the trail right-of-way to serve as Horse and Foot Trails so as to provide reenactment of trail pursuits.

Costs

The estimated annual operating cost to administer and service the Advisory Council function will be $20,000 yearly. Development of the Trail's marking program and preparation of segment management plans will be through existing Federal, State, and local agencies' funding programs with possible cost sharing and planning assistance from the National Park Service or other Federal agencies.

Acquisition

Three parcels of property involving 560 acres are necessary for full trail utilization. Acquisition will be by donation, exchange, or fee purchase with donated funds on a willing seller-willing buyer basis by the Bureau of Land Management.

Definitions

See page 17.

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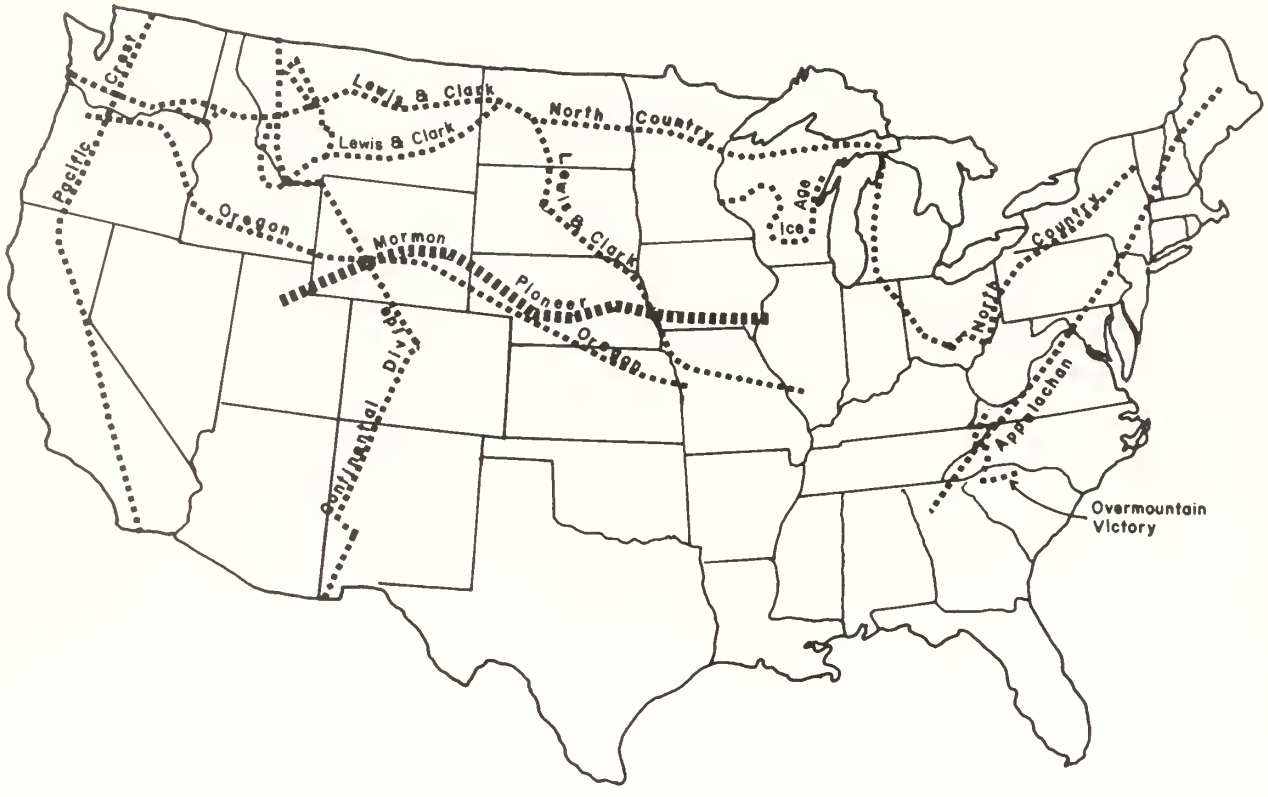
PART I COMPREHENSIVE PLAN



NATIONAL TRAILS SYSTEM

National Scenic and National Historic Trails

MORMON PIONEER TRAIL STUDY

INTRODUCTION

BACKGROUND OF LEGISLATION AND STUDY

This comprehensive plan was prepared in compliance with the National Trails System Act (the Act) of October 2, 1968 (16 U.S.C. 1241 et. seq.). That Act established policies and procedures for a nationwide system of national scenic and recreation trails and was amended (Public Law 95-265, November 10, 1978) to include a category of national historic trails (see National Trail System Map). That amendment also established the Mormon Pioneer National Historic Trail (see Appendix A - Legislation). The finding of no significant impact addresses the Trail's alternatives and consequences.

This action by the Congress was the result of "The Mormon Trail--A Study Report" completed by the Heritage Conservation and Recreation Service (HCRS) in June 1978. That study had the active assistance of a number of Federal, State and local agencies, the Church of Jesus Christ of Latter-Day Saints, the Mormon Pioneer Trail Foundation, historical societies, and interested individuals. The study was conducted for scenic trail feasibility and found that a continuous hiking trail along the original Mormon emigration route would be neither desirable nor practical because man's subsequent uses have preempted extensive segments of the route. Accordingly, although the Congress designated the entire original route as a national historic trail, the Act established only Federally-owned lands having significant potential for public use combined with historic interest, interpretation, and appreciation to be established as Initial Protection Segments of the Trail. Since the route is designated Mormon Pioneer National Historic Trail (emphasis added), this plan concentrates on the first Mormon emigration effort in 1846-47.

The Trail Today

A brief description of the Mormon Pioneer National Historic Trail through each state is as follows. More detailed descriptions of important resources are found in the Significant Resources part of the plan.

Illinois Alignment

The historic town of Nauvoo is in Hancock County--Congressional District #19. Many of the dwellings erected by the Mormons still exist and have been or are being restored. A Mormon enterprise, Nauvoo Restoration, Inc., has an impressive visitor center. Nauvoo Landing was the original "jumping-off" place for the Mormon pioneers. Nauvoo State Park lies adjacent to it. The Mississippi River is a major natural feature at the beginning of the trail. See Appendix Map 1.

Iowa Alignment

In Iowa, the Trail passes through Lee and Van Buren Counties--Congressional District #1; Davis and Appanoose Counties--Congressional District #4; and Wayne, Decatur, Clarke, Union, Adair, Cass, and Pottawattamie Counties--Congressional District #5. The terrain includes rolling hills, river bottoms such as those of the Des Moines and Missouri Rivers, wooded areas and level lands. Croplands and highways have removed all but a few traces of the original Mormon trail, such as the town of Garden Grove started by the first pioneers. At several points, State and private interests have erected memorials and markers to commemorate the emigration. Council Bluffs became the later, principal emigrant departure point on the trail.

Nebraska Alignment

Through Nebraska, the Trail route is in Dodge and Colfax Counties--Congressional District #1; Douglas County--Congressional District #2; and Platte, Nance, Merrick, Hall, Buffalo, Dawson, Lincoln, Keith, Garden, Morrill and Scotts Bluff Counties--Congressional District #3. The route traverses the river valleys and adjacent lands of the Loup, Platte and North Platte Rivers. Particularly in the eastern part, the level lands were often monotonous to the pioneers and received considerable comment in their diaries. The eroded range of sand hills in the west and the impressive landmarks of Indian Lookout Point and Ancient Ruins Bluff offered relief from the level landscape. Other noted landmarks that are more closely related to the Oregon Trail include Courthouse Rock, Chimney Rock and Scotts Bluff. Again, most of the eastern segment has urban development, intensive farming, highway and railroad systems that have obliterated the Trail. Winter Quarters is now Florence, Nebraska, where the Mormon influence can still be seen. In the west, there are places where the route traverses rolling rangeland that appears today much as it did in pioneer times.

Wyoming Alignment

In Wyoming, the trail route is found in Goshen, Platte, Converse, Natrona, Fremont, Sublette, Sweetwater and Uinta Counties--all Congressional District #1. The Trail crosses to the south side of the North Platte River and almost immediately crosses a corner of Fort Laramie National Historic Site. From there to Fort Bridger, it follows the same route as the Oregon National Historic Trail. The topography is generally rough and broken uplands. Wagon ruts etched several feet in sandstone are found near Guernsey. In the eastern section, the vegetation is principally sagebrush and juniper, and the area is largely roadless. The Trail recrosses the North Platte River near Casper and traverses a crosscountry route over hilly rangeland to Independence Rock. This landscape is largely as it was during emigrant travel. The Trail then funnels westward along the Sweetwater River. Rolling hills and grasslands with distant mountain vistas provide better interest and variety. At South Pass, the Trail crosses the Continental Divide and enters the Pacific slope region. From here, it follows broken

sagebrush--covered tablelands to Fort Bridger. The route then continues westerly over the Bear River Divide and exits the State southwest of Evanston.

Utah Alignment

In Utah, the Trail is in Summit and Morgan counties--Congressional District #1; and in Salt Lake County--Congressional District #2. The route follows beside Interstate Route 80 down Echo Canyon, then crosses the Weber River and runs westerly crossing various hollows, canyons and summits of the Wasatch Mountains. It emerges from Emigration Canyon and terminates at the "This Is The Place Monument" in Pioneer Trails State Park on the eastern edge of Salt Lake City. Each of the pioneer campsites through the Wasatch range has been marked by the State or by private interests.

In summary, the pioneer route includes 1 mile in Illinois, 268 miles in Iowa, 494 miles in Nebraska, 466 miles in Wyoming, and 71 miles in Utah for a total of 1,300 miles.

This plan for management and use of the trail is pursuant to Section 5(f) of the Act. Preparation was done with the full consultation of the affected Federal land-managing agencies, the Governors of the affected states, and the Mormon Pioneer National Historic Trail Advisory Council.

The comprehensive plan includes:

1. Specific objectives and practices to be observed in the management of the Trail.

2. Identification of all significant natural, historical, and cultural resources to be preserved.

3. The process to be followed by the Secretary of the Interior to implement the marking requirements established in Section 7(c) of this Act.

4. Details of any cooperative agreements to be consummated with State and local Government agencies or private interests.

This plan is an extension of the Mormon Trail Study and develops in succinct language the framework and strategies for resource management, interpretation, and area development at a level of detail that facilitates implementation of the proposed actions. The plan includes requirements necessary to ensure compliance with all relevant legislation, management policies and management procedures.

LEGISLATIVE CONSTRAINTS

The plan is in accord with legislation established to guide Federal agencies such as the National Park Service, the Bureau of Land Management, and similar Federal agencies having an interest in managing

the Trail. The plan also considers State legislation established to guide appropriate State and local entities. The following is a synopsis of the Act's and other legislative requirements for use in administering the Trail.

National Trails System Act

1. The National Trails System Act, as amended, established the Mormon Pioneer National Historic Trail. Maps designating the Trail are on file and available for public inspection in the Office of the Director, National Park Service. According to the Act, the Trail is administered by the Secretary of the Interior (the Secretary) (Sec. 5(a)(4)). The National Park Service is the lead agency responsible for preparing and submitting this comprehensive plan for the management and use of the Trail to the Secretary. Preservation of, access to, travel within, and enjoyment and appreciation of the historic resources are recognized as high priority public uses (Sec. 2(a).

2. Only those Federally-owned lands meeting national historic trail criteria as given in Sec. 5(b)(11) of the Act and subsequent criteria given in this plan are established as Initial Protection Segments of the Trail. The Secretary, through a designated coordinating agency, will subsequently certify non-Federal lands meeting the above criteria as Certified Protection Segments of the Trail upon application from State, local or private interests. The applicants must agree to administer the Certified Protected Segment without expense to the United States (Sec.3(c)).

3. The Secretary, through the coordinating Federal agency, will consult with the Mormon Pioneer National Historic Trail Advisory Council on matters concerning the Trail, including selection of rights-of-way, markers, and administration (Sec. 5(d)) (see Charter in Appendix B).

4. Connecting or side trails that are located across lands administered by State or local agencies must be administered by such agencies and must provide additional points of public access to the Trail in order to be established or designated and marked as segments of the Trail (Sec. 6).

5. Rights-of-way selected for the Trail are in accord with Sec. 7(a) and will be published in the Federal Register. The rights-of-way:

   a. Fully consider minimizing adverse effects on adjacent landowner or user.

   b. Harmonize with and complement established land use plans within and adjacent to the Trail.

   c. Will be administered by cooperative agreements between the landowner and the Secretary through the administering Federal agency for segments crossing non-Federal lands.

6. The Trail may contain campsites, shelters, and related public use facilities as permitted and as are compatible with the nature and purpose of the Trail. Use of motor vehicles is allowed by administrative

regulation in force at the time of this designation. Private landowners whose lands are included in the Trail pursuant to cooperative agreement can use motorized vehicles on or across the Trail or adjacent lands from time to time in accordance with existing or future regulations (Sec.7(c)).

7. The Trail is to be marked with a uniform marker. The process to mark and maintain the Trail marking requirements is in accord with established standards. Erection and maintenance of the markers is to be accomplished by the administering Federal, State, local agencies, or private interests pursuant to cooperative agreements with the Secretary, acting through the designated coordinating agency (Sec.7(c)).

8. Appropriated funds may not be used for land acquisition outside the exterior boundaries of existing Federal areas. (Sec. 10(c)) Lands or interests in lands either inside or outside exterior boundaries of Federal areas may be acquired by written cooperative agreement, donation, purchase with donated funds or exchange (Sec.7(d)). Acquisition shall be limited to those lands meeting historic trail criteria that are identified as high potential route segments or high potential historic sites (Sec.7(g)).

9. The following priorities for acquisition and disposal shall apply to trail segments on non-Federal lands. (Sec.7(e)).

Priority 1. The Secretary will encourage the States, local governments, or private interests to provide the right-of-way, if necessary, through (1) cooperative agreements with landowners, or (2) through acquisition of lands or interests therein.

Priority 2. Where State or local governments fail to provide such right-of-way as in Priority I above, the Secretary may acquire the right-of-way through agreements or acquisition by donation, purchase with donated funds, or exchange. Such acquisition shall be limited to those lands identified in the plan as high potential route segments or high potential historic sites (Sec.7(g)).

10. The Secretary may dispose of all title or interest in the land where the Trail right-of-way is permanently relocated pursuant to Sec.7(b). The original owner, or his heirs or assigns, must be offered the right of first refusal at the fair market price (Sec.7(e)).

11. Only specific portions of the lands along the Trail right-of-way deemed to be of historic significance according to the criteria for the National Register of Historic places are subject to Section 4(f) of Department of Transportation Act (49 U.S.C. 1653(f) (Sec.7(g)).

12. The Trail is to be developed and maintained for public use through individual agency appropriations on Federal lands, and through cooperative agreements for non-Federal lands. The Secretary may reserve a right-of-way on any lands he conveys under any of the public land laws, to the extent necessary for the purposes of the Trail (Sec.7(b)).

13. The Secretary may grant easements or rights-of-way along any component of the Trail as long as their conditions are compatible with Trail policy and purposes (Sec.9(a)).

Other Federal Constraints

Acts of Congress

Antiquities Act of 1906 (16 U.S.C. 431 et. seq.)

Archeological and Historic Preservation Act of 1974 (16 U.S.C. 469a-1 et. seq.)

Clean Air Act and amendments (42 U.S.C. 7401 et. seq.)

Clean Water Act (33 U.S.C. 208, 303, 401, 402, 404, 405, 511, 1288, 1314, 1341, 1342, 1344)

Endangered Species Act of 1973 as amended (Section 7) (16 U.S.C. 1531 et. seq.)

Energy Supply and Environmental Coordination Act of 1974 88 (Stat. 246)

Federal Environmental Pesticide Control Act of 1972 (7 U.S.C. 135 et. seq.)

Federal Land Policy and Management Act of 1976 (90 Stat. 2744)

Fish and Wildlife Coordination Act of 1934 as amended (16 U.S.C. 661 et. seq.)

Intergovernmental Coordination Act of 1968 (42 U.S.C. 4201, 4231, 4233) (A-95 review process, including urban impact analysis)

Land and Water Conservation Fund Act of 1965 (Section 6(f) (16 U.S.C. 4601-8(f))

National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f.)

National Park Service Act of August 25, 1916 (16 U.S.C. 1 et. seq.) as amended

National Park System Mining Activity (16 U.S.C. 1901 et. seq.)

Noise Control Act of 1972 as amended (42 U.S.C. 4901)

Payment in Lieu of Taxes Act (31 U.S.C. 1601 et. seq.)

Resource Conservation and Recovery Act of 1976 (42 U.S.C. 3251 et. seq.)

Safe Drinking Water Act (42 U.S.C. 300f-j)

Surface Mining Control and Reclamation Act of 1977 (30 U.S.C. 1201 et. seq.)

Toxic Substances Control Act (12 U.S.C. 160l et. seq.)

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4201 et. seq. and 4651 et. seq.)

Executive Requirements

Executive Order 11593:	"Protection and Enhancement of the Cultural Environment"
Executive Order 11644:	"Use of Offroad Vehicles on the Public Lands"
Executive Order 11870:	"Environmental Safeguards on Activities for Animal Damage Control on Federal Lands"
Executive Order 11988:	"Floodplain Management"
Executive Order 11989:	"Offroad Vehicles on Public Lands"
Executive Order 11990:	"Protection of Wetlands"
Executive Order 11991:	"Protection and Enhancement of Environmental Quality"
Executive Order 12003:	"Energy Policy and Conservation"
Executive Order 12088:	"Federal Compliance with Pollution Control Standards"

HISTORIC OVERVIEW

The Mormon emigration was one of the principal forces in the settlement of the West. The Mormons had in mind traveling to what was then Mexican territory, seeking a place to establish their religious community. History has recorded their vast contribution to the development of the Nation and the West in a large number of historical publications. This plan is based on information found in these publications as referenced in Appendix G.

In February, 1846, Brigham Young and a group of Mormons departed Nauvoo, Illinois, crossing the Mississippi River by boat to the Iowa shore. From there, they pioneered an overland route with way stations across Iowa, and wintered on the Missouri River near present-day Omaha, Nebraska. Others followed and by the end of 1846 over 3,700 Mormons were settled at Winter Quarters, Nebraska and in Kanesville, Iowa.

In the spring of 1847, President Brigham Young and a pioneer company of 149 men, women and children continued westward. They followed the north side of the Platte River through modern Nebraska to Fort Laramie in what is now Wyoming. From there, they generally followed the path of the Oregon Trail and other routes to Fort Bridger. The pioneers then veered southerly, following the Hastings cutoff route into Utah and the Great Salt Lake Basin.

This 1846-1847 trek is the primary theme of the comprehensive plan. Other aspects of the Mormon movement, such as the later use of handcarts, establishment of ferries, trading and similar subjects, have secondary emphasis in the plan.

Significance

The pioneer Mormon migration, one of the dramatic events in the history of American westward expansion, was unique in comparison to other migrations because of its purpose, organization and cultural impact. Its purpose was to maintain the cohesiveness of the Mormon community, and thus became a permanent movement of a whole people.

Unlike the sometimes loose discipline of other wagon trains, the Mormon pioneer company was organized in semi-military fashion into tens, fifties, and hundreds, led by Brigham Young as general and with others serving as company captains, hunters and scouts. Also, unlike many other emigrant companies, the first thoughts of Brigham Young's pioneers were to improve the route for the Mormons who would follow. They measured distances and set up mileposts; noted good locations for camping, wood, water and forage; and generally became the guide for the thousands of emigrants who later followed this trail.

In their later, secondary efforts, the Mormons established semi-permanent communities and ferry crossings of major importance. They graded down steep approaches to fords, cleared boulders out of the trail, and made the route easier. These efforts identified a two-way wagon road as a

continuous route eastward to pick up supplies and new converts at the Missouri River, or to meet faltering companies and help them on to Salt Lake City. In southern Iowa particularly, they established some of the first communities, roads and bridges. They made Winter Quarters (Omaha) and Kanesville (Council Bluffs) into outfitting points that rivaled the Missouri towns of Independence, Westport and St. Louis. The way they followed became a major transportation route. The culmination of this migratory effort was primarily the centralization of a religious community and the settlement and industrial development of Utah.

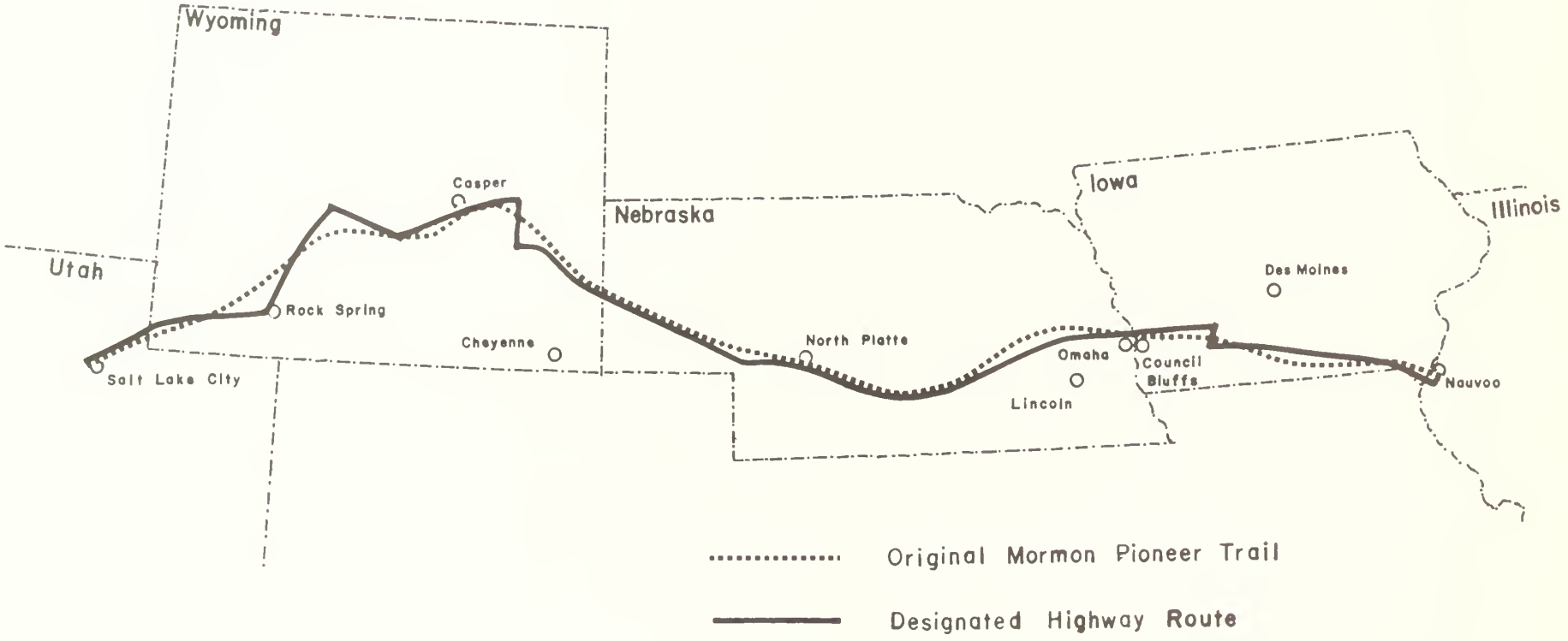
There are tertiary aspects of significance for the route of the Mormon Pioneer National Historic Trail. It crosses the Lewis and Clark National Historic Trail at the Missouri River and the Continental Divide National Scenic Trail at South Pass. In places, it parallels or has connections with several other Old West routes such as the Oregon National Historic Trail. These adjacent or coincident trails used by early-day Indians, explorers, missionaries, fur traders, mountain men and miners are still keys to potential travel and historic attractions, such as ghost towns, mining operations, museums and reconstructed "boom towns" and other areas of historic, scenic and natural importance.

The Trail Environment

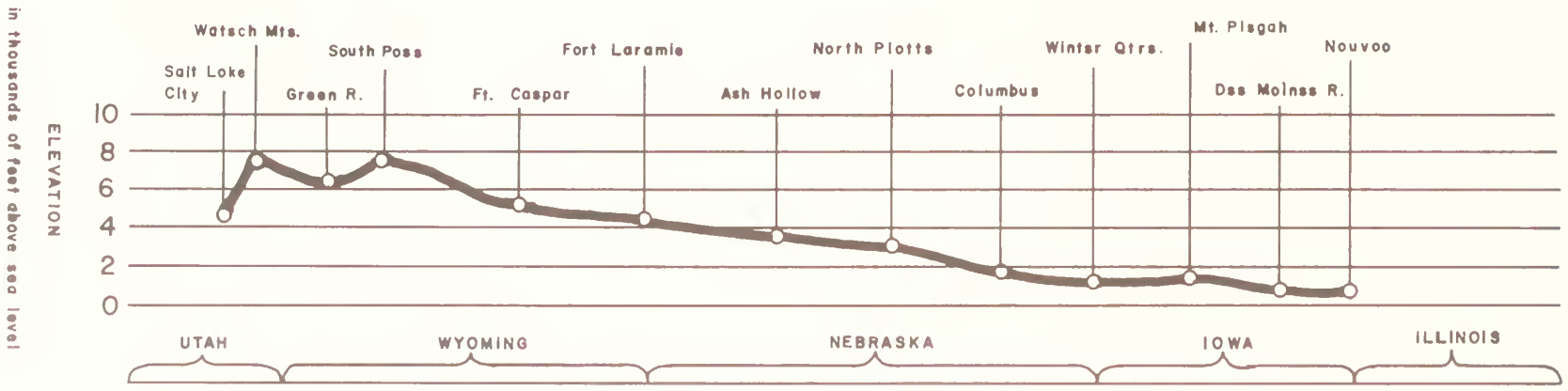
The Mormon Pioneer National Historic Trail begins in the east at Nauvoo, Illinois and goes westward for 1,300 miles through Iowa, Nebraska, Wyoming and Utah, terminating at Salt Lake City. (See General Vicinity Map). This cross-country route provides a wide variety of climate, vegetation and terrain as it passes through the Great Plains, crosses the backbone of the continent at South Pass, and descends the Pacific slope of the Rockies to the Salt Lake Valley (see trail elevation and climatic data). The Trail today presents a contrast of pastoral scenes, urban traffic, river valleys, stark desert, and rugged, forested mountains and canyons. Population figures for 1970 show that over 6 million people live within 100 miles of the Trail. The 1978 Mormon Trail Study Report estimates that this population will be about 8 million by the year 2000.

Nearly two-thirds of the Trail is now in private ownership (see land ownership table). The remainder is located on public land, about half of which is State-owned highway rights-of-way. The balance of public ownership is State and Federal. Land ownership patterns in each state along the route is provided in Table 1 and are not expected to change significantly in the future.

GENERAL VICINITY MAP



ELEVATION PROFILE AND CLIMATOLOGICAL DATA



Salt Lake City, Utah

SUMMER TEMPERATURES
Maximum 88°
Minimum 53°
WINTER TEMPERATURES
Maximum 35°
Minimum 15°
AVERAGE ANNUAL PRECIPITATION
14.09 Inches

Casper, Wyoming

SUMMER TEMPERATURES
Maximum 82°
Minimum 53°
WINTER TEMPERATURES
Maximum 37°
Minimum 15°
AVERAGE ANNUAL PRECIPITATION
14.74 Inches

North Platte, Neb.

SUMMER TEMPERATURES
Maximum 86°
Minimum 59°
WINTER TEMPERATURES
Maximum 46°
Minimum 14°
AVERAGE ANNUAL PRECIPITATION
17.54 Inches

Des Moines, Iowa

SUMMER TEMPERATURES
Maximum 84°
Minimum 63°
WINTER TEMPERATURES
Maximum 31°
Minimum 14°
AVERAGE ANNUAL PRECIPITATION
30.37 Inches

Nauvoo, Illinois

SUMMER TEMPERATURES
Maximum 89°
Minimum 61°
WINTER TEMPERATURES
Maximum 35°
Minimum 19°
AVERAGE ANNUAL PRECIPITATION
35.00 Inches

SOURCE : Climates of the States, National Oceanic and Atmospheric Administration, 1974

TABLE I - LAND OWNERSHIP

State	Ownership in Linear Miles (km)							
	Federal		State and Local		Private		Total	
Illinois[1]	--		--		--		--	
Iowa	0		10	(16)	275	(443)	285	(459)
Nebraska	50	(80)	95	(153)	345	(555)	490	(788)
Wyoming	213	(343)	70	(113)	170	(274)	453	(730)
Utah	1	(2)	39	(63)	32	(51)	72	(116)
TOTALS	264	(425)	214	(345)	822	(1,323)	1,300	(2,093)
PERCENT	20		16		64		100	

[1]Point of departure (east bank of the Mississippi River at Nauvoo)
Table prepared by HCRS and reported in "The Mormon Trail-A Study Report," 1978

Among Federal agencies, the Bureau of Land Management (BLM) in Wyoming administers most of the Federal properties that would provide lands for the Trail. However, these BLM-managed lands are very often interspersed with private and State lands. The resulting ownership pattern makes it difficult to form a large or continuous Federal trail. The National Park Service (NPS) administers a portion of the route through Fort Laramie National Historic Site, Wyoming. The U.S. Fish and Wildlife Service (NPS) controls small sections of the original route at the Mark Twain National Wildlife Refuge, Illinois and Iowa; and at the Pathfinder and Seedskadee National Wildlife Refuges, Wyoming. In Utah, the Trail crosses portions of the Wasatch National Forest administered by the Forest Service (FS).

Most of the land along the Trail route is in agricultural use, including croplands and grazing. Light industry and small businesses are located in the several towns along the route. (See land use patterns table.)

There are no forseeable major shifts in land use with the possible exception of coal, oil, and uranium development in Wyoming and eastern Utah.

The Mormon route passes through certain areas containing deposits of oil shale, coal, phosphate, trona and uranium. There is active drilling for oil in the Cache Cave Basin, Utah, for example; and the Sweetwater Rocks in Wyoming has spilled uranium tailings.

TABLE II - LAND USE PATTERNS[1]

State	Type of Land Use in Linear Miles (km.)									
	Urban		Agriculture		Forest		Other[2]		Total	
Illinois[3]	--		--		--		--		--	
Iowa	19	(31)	254	(409)	10	(16)	2	(3)	285	(459)
Nebraska	34	(55)	445	(716)	8	(13)	3	(5)	490	(789)
Wyoming	22	(35)	417	(671)	6	(10)	8	(13)	453	(729)
Utah	8	(13)	45	(72)	19	(31)	--		72	(115)
TOTALS	83	(134)	1,161	(1,868)	43	(70)	13	(21)	1,300	(2,093)
PERCENT	6		90		3		1		100	

[1]Table prepared by HCRS and reported in "The Mormon Trail-A Study Report," 1978
[2]Recreation, commercial, and industrial use.
[3]Point of departure (east bank of the Mississippi River at Nauvoo).

The 1978 Mormon Trail Study Report stated that in 1975 total visitation at historic sites and recreation areas along the route was estimated at 8,900,000 and was based on data supplied by Federal and State agencies and by the Church of Jesus Christ of Latter-Day Saints. The report predicted that development of the Trail will create a small increase in local tax revenues and employment levels. Because of the time constraints necessary to prepare the plan and because only a relatively short period has elapsed since the study report was published, this comprehensive plan only presents statistics of change in Table III. This table may be used as an indicator of the trend of visitation at established or designated recreation/historic sites along the Trail, considering the availability of fuel, state of the economy, and similar factors:

TABLE III - Representative Changes in Use 1975-1980

Sources	Percent Visitation Change from 1975 to 1980
Nauvoo Restoration, Inc.	+76.7
All Iowa state parks	+14.4
All Nebraska state park & recreation areas (1975-1979)	+ 6.8
All Wyoming state parks	+98.0
Fort Laramie National Historic Site	-14.7
Pioneer State Park, Utah	-19.3

A variety of wildlife is to be found along the route. This includes whitetail deer in the eastern portion, and mule deer, antelope, elk and black bear in the west. A number of common furbearers are present. Upland game birds are important species found along the way. Migrating birds, particularly waterfowl, utilize the trail corridor extensively, especially the Platte River. The Trail may intersect habitats used by five endangered species. They are the black-footed ferret, Mustela nigripes; Indiana bat, Myotis sodalis; whooping crane, Grus americana; American peregrine falcon, Falco peregrinus anatum; and the Arctic peregrine falcon, Falco peregrinus tundrius.

The 1978 study report and its 1976 environmental assessment and negative declaration identifies 146 sites along the Trail as listed in the National Register of Historic Places, including two national historic sites (Chimney Rock and Fort Laramie) and three national historic landmarks. Of these listings, only about 24 pertain to the themes of this plan (see Appendix C).

Following Chapters

The remainder of this plan comprises those elements necessary to (1) fulfill the requirements of the National Trails System Act; and (2) enable individual managers to integrate management of the Trail with their other responsibilities and interests.

The Objectives and Practices section outlines (1) the overall framework for Trail management; (2) the themes for historical interpretation; and (3) the goals and procedures that guide actions to implement trail use.

The Trail Plan section gives a phasing of (1) specific recommended actions and what managing entity is to carry them out; (2) how the Trail is to be marked, including (a) a driving route, (b) Federal segments, and (c) non-Federal segments; (3) the important resources of the Trail, including descriptions and management possibilities for established and potential segments; (4) suggested developments; and (5) details of proposed cooperative agreements.

Part II, the Finding of No Significant Impact, fulfills documentation requirements of the National Environmental Policy Act. Part III, the Appendices, provides supplementary reference material, including maps of the Trail across each affected state.

The following definitions are used in this plan:

Authorized and Established Trail — Authorized and established 1,300-mile wagon route followed by President Brigham Young and pioneers in 1846-1847 (see Appendix A Sec. 5(c)(11)) that is designated as a component of the National Trail System. Both the highway route and the original route, including deviations around private lands, are designated Trails.

High Potential Site or Segment	A specific place or portion of Trail and its immediate environment that provides opportunity to interpret the historic significance of the Trail and/or enables users to relate to the original pioneer experiences.
Initial Protection Segment	A Federal segment of the Trail as established in this plan, meeting the above definition for high potential public use.
Certified Protection Segment	A non-Federal site or segment of the Trail identified in this plan as meeting the above definition for high potential public use.
Designated Auto Route	A primary marked highway system established by this plan to parallel and commemorate the historic route.
Auto Connector Route	A marked system of secondary roads to provide additional points of public access to historic sites or segments.
Trail Right-of-Way	A flexible width of land along the line of the original trail route. Across Federal lands, this width will be determined by the managing agency.

FRAMEWORK AND STRATEGIES

The Trail Study Report and the Congressional legislation shown in Appendix A, recognize that much of the Mormon Pioneer route has been drastically altered by private and governmental ownerships, farmlands, roads, urban settings, utility lines, oil fields and similar evidence of economic progress so that today, only small portions of the route remain essentially as the pioneers saw the Trail.

Development necessary for visitor or administrative use will be commensurate with those portions of the remaining Trail. The primary use is and will continue to be reenactment of the pioneer trek and travel of the route. Expected modes and levels of visitor use generated by the Trail will be incorporated into existing and proposed management plans concerning other responsibilities of public agencies and private interests.

Protection, development, interpretation and management is to be based on the cultural, natural, and recreational values found along the Trail.

Primary cultural values are those related to the initial Mormon pioneers' movement in their trek of 1846-1847 from Nauvoo to the Salt Lake Basin.

Secondary cultural aspects involve post-1847 Mormon travels such as handcart operations, supply depots, way stations, mail stations, and second-hand oxen dealerships, in addition to Indian, mountain men, military cultures and similar themes.

Natural values of flora, fauna, geology, topography, scenery and related aspects are found in the Great Plains, the Platte River Valley, other riverine habitats, and in the Central Rocky Mountains.

The significance of both the cultural and natural values are presented in the Significant Resources section of the comprehensive plan.

Recreational opportunities associated with land and water resources along the trail are identified in the 1978 Mormon Trail Study Report. The Trail, according to this plan, will accommodate hiking, horseback riding, pleasure driving, recreational vehicle use, camping, picnicking, and sightseeing, where compatible with historic and natural resources and level of use.

Special events encompassing wagon trains, long-distance running, biking tours, motorized trail tours, cross-country skiing, and snowmobiling will be accommodated as feasible.

The above framework combined with the following Interpretive Themes, Management Objectives, and Management Practices are provided for use by managing entities to administer, develop, and manage the Initial Protection Segments and subsequent Certified Protected Segments of the Trail.

These are planning assumptions used to develop the trail plan.

1. Extensive land acquisition will not substantially increase overall quality and use.

2. The bulk of the expressed demand (unmeasured) can be served by existing programs.

3. The physical location per se of the Trail is not expected to generate a large amount of additional recreational use, nor to justify extensive developments for such use.

4. The plan considers commerce, trade, military, and railroad events related to the Trail as secondary themes.

5. Trail management is expected to have high priority among other land uses within the established segments.

6. Federal, State and local agencies will seek funds from appropriate sources for marking, developing and administering the various segments of the Trail. Some degree of Federal funding is a key element in having this plan and the Trail actually implemented on the ground. However, it is unlikely that significant Federal funds will become available in a timely manner for development of the Trail on non-Federal segments. State and local agencies will need to rely heavily on their own sources of funds for development projects on such segments.

Interpretive Themes

The interpretive emphasis of the Trail will be that the Mormons were one of the principal forces in the settlement of the West. Here was one of the first opening thrusts of the permanent movement of a whole people into frontier territories.

Policy

TO PROVIDE VISITORS WITH A FOUNDATION OF INFORMATION WITH WHICH THEY CAN BUILD AN UNDERSTANDING AND APPRECIATION OF THE MORMON MOVEMENT AND ITS NATURAL, HISTORIC AND CULTURAL SIGNIFICANCE TO THE AMERICAN HERITAGE.

Interpretation will stress the qualities that made the Mormons' pioneer effort different from the Oregon and California migrations. The composition of the wagon trains, the pioneer motives, their organization and discipline, and similar topics will be shown. This pioneer movement will not only be identified with the nineteenth century emigrations as a whole, but will also be marked by its contrast and separateness from other movements.

The continuity of the Trail will be maintained by discussions at each site of the progress made by the pioneers to that point and that site's relationship to the rest of the Trail.

At Nauvoo, Illinois, visitors will learn of the overall resources to be found along the entire length of the Trail. There should also be a discussion of the reasons that led the Mormons westward.

Through Iowa, the theme will emphasize the learning of pioneer and emigration skills, as well as opening of Southern Iowa to permanent habitation. The formation and departure of the Mormon Battalion is an aspect for discussion here.

In Nebraska, the accent will be on crossing the Missouri River; the establishment of the outpost of Winter Quarters at Florence; the preparation and departure of the main pioneer effort in 1847; the selection of the north side of the Platte River as the migration route; and life on the trail, including the shared experiences and adaptability of the Mormons that perfected and strengthened their social organization.

Across Wyoming, the hardships encountered by the pioneers can best be interpreted. Also, an important part of the story here is the intercourse with other emigrants, mountain men, traders, etc., as well as the separation the Mormons sought from others. The Mormon Pioneer and the Oregon National Historic Trails coincide from Fort Laramie to Fort Bridger and much of the interpretation along this stretch will deal simultaneously with both Trails.

In Utah, the strategy will be to tell of the difficulties the pioneers encountered in following the Donner-Reed party route and the realization that the end of the journey had been reached. For Trail users traveling eastward, the overall resources of the entire Trail will also be presented.

Climate, topography, geology and ecology will receive interpretive emphasis along the Trail.

The pioneers noted the difference in climate between the more humid Iowa and eastern Nebraska, and the semi-arid conditions found west of the 100th meridian.

The broad valley of the Platte River and the ruggedness of the western terrain will have special attention.

Geological formations that were major landmarks for the emigrants, along with plants and animals encountered along the route, will be interpreted both as to their relationship to the Trail and as to how the pioneers viewed them.

The plan fully recognizes that the 1846-1847 effort was only the first wave of a tide of Mormon migration and influence. Although the main interpretive effort is on the initial pioneer trek, other aspects of the Trail will also be interpreted.

These will include return journeys of some of the pioneers to lead later emigrants to Utah; the establishment of ferries and outposts to aid later companies; the unique handcart emigrations of 1856, and similar related subjects.

Interpretation of the Trail will interweave the pioneer efforts with the advancements of civilization and the resultant changes to the lands as a result of the migration efforts.

MANAGEMENT OBJECTIVES

The Secretary of the Interior is mandated to administer the Trail for present and future generations and protect and enhance the values that caused the Trail to be included in the National Trails System.

Policy

TO MANAGE THE TRAIL IN A MANNER TO PROTECT THE QUALITY OF CULTURAL, NATURAL, AND HISTORIC VALUES, AND PROTECT CERTAIN TRAIL LANDS IN THEIR NATURAL CONDITION SO AS TO PROVIDE FOR OUTDOOR RECREATION AND PUBLIC USE

The Secretary of the Interior, through the lead Federal agency, will assure that the following are accomplished:

Administration

The statutory scheme created in the original Act and employed in the 1978 Act demonstrates that Congress intended the Secretary of the Interior to be responsible for assuring that State administered segments are in conformity with the National Trails System.

The Secretary of the Interior's oversight of State administered portions is specifically provided in the Act. State designated segments can only be admitted by his approval.

1. Encourage the Trail's advisory council to solicit ideas, opinions and information from the public concerning the trail's management.

2. Establish Trail resource inventories and monitor Trail use and impacts and conduct research to collect information to solve Trail resource and management problems.

3. Provide for the periodical review of the Trail segments to assure compliance with the intent of the enabling legislation of the National Trails System.

4. Seek Cooperative Agreements or Memoranda of Understanding with appropriate Federal, State, and local agencies and private organizations and individuals that will assure accomplishment of the purposes of the Trail. (See Cooperative Agreement Section).

5. In accordance with Secretarial Order 3017, the National Park Service will periodically report to the Secretary, the President and the Congress on the progress of implementing the provisions of this plan.

6. Encourage appropriate and continuing communication between the Trail managing agencies and other coordinating groups in a manner reflecting the interest and responsibilities of affected administrations.

7. Management of designated sites and segments shall be the responsibility of the agency, organization, or private owner as identified in the plan and shall be made available for public use and enjoyment.

8. Seek to have significant cultural sites considered for nomination to the National Register of Historic Places.

9. Seek to have significant natural areas considered for nomination to the National Register of Natural Landmarks.

10. Encourage all agencies, States, organizations, and private individuals to adopt the official logo in their signing program and to use it when replacement is needed or as their maintenance program allows.

11. Encourage privately chartered foundations, organizations, and associations to participate in and support the accomplishment of the plan.

12. Continuously consult with State, local, and private entities on matters concerning Trail location, site development, interpretation, maintenance, and use management.

Visitor Services

1. Assure that each managing entity develop and administer segments of the Trail in a manner that protects the health and safety of visitors and employees.

2. Publications, maps and other material for interpreting the Trail should be of prime interest and have priority over development of facilities. Such publications should make the public aware of private lands along the Trail and the need for landowners' permission to cross such lands.

3. A program for recreation information and interpretation should be developed to help the visitor better understand and appreciate the natural setting of the Trail.

Regulations

Promulgate and issue rules and regulations as needed for sites and segments of the Trail to assure proper use, preservation and protection of the trail's resources.

Multiple Use

1. Trail management shall not restrict land uses or activities that were existing within the Trail right-of-way at the time of designation of the Trail as a national historic trail.

2. New land uses and/or activities (post-designation) within the right-of-way should be compatible with management of the Trail as an historic resource. Uses may be permitted if the proposed use does not change the Trail classification to a lower classification and/or lessen the historic trail experience associated with the following classifications.

Intact: Relatively undisturbed Trail which is easily identifiable both on the ground and on aerial photographs.

Disturbed: Trail identifiable on the ground and on aerial photographs where other uses have disturbed the Trail.

Destroyed: Trail route disturbed by man's activities, such as road construction, pipelines, etc.

Obliterated: Evidence of Trail route disturbed by natural environmental factors, such as changes in stream courses.

Probable Route: The actual route is unidentifiable in the ground or on aerial photographs.

Possible Disturbance: Areas subject to future disturbance.

MANAGEMENT PRACTICES

Provision of facilities in the Trail corridor and along the designated Auto Trail Route, Offroad Vehicle (ORV) Route, and Horse and Foot Trails must be in accord with this Comprehensive Plan.

Policy

TO PROVIDE NEEDED PUBLIC FACILITIES FOR THE USE OF SIGNIFICANT TRAIL RESOURCES IN A MANNER TO AVOID UNDESIRABLE IMPACTS ON THE ENVIRONMENT AND IN CONFORMANCE WITH APPLICABLE LAWS AND REGULATIONS.

Facilities should be developed for cultural and recreational activities in segments of the Trail only when all of the following criteria are met:

Facilities are limited to signs, markers, non-manned interpretive devices and recreational features necessary to carry out the management objectives for the Trail.

The priority for development is based on the primary, secondary and tertiary themes presented in this plan.

The construction and operation of the facility will not impact the Trail's resource, use, or purpose.

The facility cannot feasibly be provided by other Federal, State, local or private organizations or interests outside the Trail right-of-way.

Planning

The following guidances are management practices needed to fully implement the plan:

1. Joint-use Trail right-of-way and facilities, including interpretation, will be utilized where National Historic and National Scenic Trails cross or coincide.

2. Assist and encourage managing agencies to coordinate with private transportation, public service irrigation, ranchers and similar companies regarding appropriate uses or crossings of the Trail.

3. Provide direction to nonFederal entities on how to apply for certification of protected segments of the Trail.

4. Seek the advice of and cooperate with the Mormon Pioneer National Historic Trail Advisory Council concerning matters relating to the designation, marking and administration of the Trail.

5. Federal and State trails, wild and scenic rivers, natural areas and similar programs will be coordinated into the trail planning effort.

6. Managing agencies have responsibility to establish boundaries, resolve location and proximity of competing uses for those sites or segments meeting the criteria shown in Appendix D.

7. States are responsible for preparing and implementing detailed segment plans for development, protection, operation, and maintenance of potential segments as discussed in the plan.

8. Simple orientation devices should be utilized where traffic patterns permit. The standards should include a panel to orient travelers to the present location, a regional panel with points of historical or recreational interests and attractions shown, and a panel to show travel services available in the local area and on down the road. These should be mass produced for a particular State and erected at designated locations by State or county road crews.

9. Roadside information signs should be simple orientation devices where traffic volume or location does not warrant a manned information center.

The plan favors the motorized use of primitive road rights-of-way in combination with hiking and horse trails where feasible and compatible. There are 47 miles of existing rights-of-way to be used in this manner.

10. Motorized vehicle use by the general public on selected high potential hiking and horse trail segments would be prohibited.

Development

1. Federal, State, and local agencies are encouraged to utilize existing Federal funding sources for assistance in developing visitor use facilities within the Trail right-of-way.

2. Uniform system of markers will be erected as discussed in the plan's marking process in a manner consistent with the guidelines in the Manual of Uniform Traffic Control and to conform with standards established by the American Association of State Highway Transportation officials.

3. Public access to the Trail shall be limited to those areas where ownership or easements have been acquired or cooperative agreements established and all necessary steps have been taken to assure their protection.

4. The lead Federal agency will develop educational programs to emphasize private property rights as well as to provide information on proper Trail use, and availability of sites, and segments for public use.

5. Uniform system of markers will be accomplished in the following order of priority:

   a. Major U.S. and State highway crossings, all high-potential sites or segments, all existing and/or future visitor information centers; especially at Interstate Highway rest areas adjacent to the Trail.

   b. County roadways.

   c. Selected seasonal routes such as BLM and F&WS routes where such roadways provide access to or intersect the Trail.

6. Each managing agency will develop its own means of preserving trail ruts on a case-by-case basis. Such means might be fencing rut areas, restricting or encouraging vehicle travel over the ruts, or other techniques as appropriate.

7. Trails and canoe routes should be developed and marked for use, with access to rivers and trails provided at key points on public lands for use by hikers and other recreationists. These sites should be provided with suitable parking areas, restrooms, and orientation devices. Such use will be compatible with the themes of the Trail.

8. Development of strategically located public camping areas along the Trail should be undertaken to allow overnight use without infringing on private ownership rights.

9. Existing public areas and highway right-of-way will be utilized to provide visitor facilities, orientation and interpretation along the Trail.

Construction

1. Encourage all managing entities to utilize energy-efficient process in all aspects of the Trail's management, interpretation, construction and maintenance.

2. Federal or State trail design and construction standards will be utilized in developing segments of the Trail.

3. Cooperative agreements will be negotiated with appropriate State, local, and private interests to establish responsibilities for the construction, maintenance, and operation of this plan.

Acquisition

1. No private lands will be acquired for purposes of the Mormon Pioneer National Historic Trail through Federal condemnation procedures or by fee purchase with appropriated Federal funds within the trail right-of-way.

2. The priority of acquisition of key areas by donation, exchange, or other non-appropriated sources would be: 1) to preserve the natural, historical, and cultural resources of the trail, and 2) to manage access.

3. The Secretary of the Interior or the States should acquire perpetual easement, partial interests, or exchanges where needed.

4. Authority to use appropriated funds for land acquisition may be sought by the lead Federal agency, but shall be limited to case by case basis outside Federal boundaries and used only where other methods have been unsuccessful.

5. Access points should be developed near major river crossings to allow for public use of the river for canoeing, hiking, wildlife observation, and other recreation activities.

6. A flexible width right-of-way should be designated (within high potential segments) across Federal lands to permit access and to preserve the route and the quality of the Trail experience. This measure would require withdrawal of the public lands involved from mineral entry, preclude oil and gas related surface occupancy, and prohibit authorization of organized or commercial recreation activities not in keeping with the historic character of the Trail. Acceptable uses are identified in the criteria found in Appendix D, and will be monitored by the managing entity.

7. Consideration should be given to obtaining easement and leases from property owners to ensure Trail continuity and development.

Private Lands and Rights

1. Private landowners are encouraged to participate in Trail management, at their own initiative, by petitioning the Secretary of Interior to enter into cooperative agreements. However, such participation is not required.

2. No appropriated Federal funds shall be expended to acquire privately owned lands.

3. Where private lands can be avoided by minor rerouting of the trail from private to public lands, this shall be done where historical accuracy will not be distorted.

4. Planning for proposed developed facilities near privately owned lands shall be in cooperation with the affected owners.

5. Access for trail purposes across private lands shall be sought only for those Initial Protection Trail Segments where minor rerouting for access cannot be accomplished or where the only feasible access to significant sites on public land is to cross private ownership. Such access shall be sought only with the affected owner's approval.

TRAIL MANAGEMENT

ADMINISTRATION AND IMPLEMENTATION

The Trail plan presented applies to federal portions of the Mormon Pioneer National Historic Trail as well as other portions of this historic route which will be certified for inclusion into the National Trails System.

The plan establishes the management and use of "significant or high potential" sites whose identification and location are shown in the significant resources section. There are other significant non-federal sites and these public or privately developed areas have been deemed compatible with the overall Trail management plan and will be encouraged.

The Trail plan will serve as a fund raising tool by Federal, State and local agencies to purchase rights-of-way, develop facilities, and furnish informational materials related to the Trail.

No lands or interests in lands may be acquired without the consent of the owner. Non-Federal landowners are encouraged to enter into cooperative management with the Federal agency managing adjoining segments of the Trail.

Funding all Trail marking, development, and research should be in Phase I and be from one source of funds. This could be from the Secretary's Discretionary Reserve Fund, which is earmarked to preserve historic districts associated with the Nation's minorities, Native Americans, and ethnic populations, or from the Land and Water Conservation Fund, which provides matching grants to states and local governments to plan, acquire, and develop outdoor recreation areas and facilities.

Research will consider what guidelines are needed to help resolve land use conflicts, how to communicate with private land owners, how to establish and determine the Trail location, and how to communicate Trail information to the public and private interests.

The plan focuses attention on needed changes that could be immediately implemented through administrative actions. These actions include, but are not restricted to, marking Trail boundaries, access locations, marking auto routes, developing Trail standards, coordination of types of use and restrictions, and identification of Trail alignment.

The plan recognizes that there are matters that are likely to require statutory or institutional changes. The Manual on Uniform Traffic Control Devices has not recognized standards utilized for signing on roads used primarily for recreation purposes. There is the opportunity to develop standards applicable to low volume recreational roads, and for its adoption by the National Committee for the Manual.

Roadside information signs should be simple orientation devices to be utilized where traffic volume does not warrant a more fully developed information station.

The plan establishes six "Initial Protection Segments" for Federal management, including 47 miles of cross-country routes. There are 8 Federally administered historic, natural, or cultural sites having national significance located within the segment areas.

The plan also identifies 75 sites on non-federal lands in five states that have national, state, or local significance that are considered as Potential Certified Segments to the Trail.

The plan designates 1,385 miles of national, state, or local highway systems to be marked as an auto trail and another 239 miles of secondary connector routes so as to meet the requirements of Sec. 7(c) of the Act. The program to mark the Trail is discussed in the marking process chapter.

The plan outlines the opportunity for future addition of 560 acres located in three separate parcels as needed to provide trail continuity and enhance trail interpretation of non-federal features adjacent to Initial Protection Segments.

The following are phase actions needed to implement the plan. These plan implementation elements are not necessarily presented in the order in which they may be carried out. In some instances, it may be convenient to combine two or more of the implementation elements.

DECISIONS OR ACTIONS

Phase I - Short Term Actions	Action Official
1. This plan will become effective 90 days after being presented by the Secretary of the Interior to the President of the Senate and Speaker of the House and publication of its availability in the Federal Register.	Secretary of the Interior
2. Delegate the National Park Service as the Federal agency to coordinate Trail planning and administration of the Trail. A technical support office based in the National Park Service will perform support functions. Consider a centralized office for planning and administration of national trails.	Secretary of the Interior
3. Appropriate officials for Federal agencies at both the Washington and Regional or State levels will insure that the plan becomes operational during the Phase I period.	NPS, BLM, FS, F&WS
4. Enter into cooperative agreements with states and local units of government and private organizations and individuals for their participation in managing the Trail, including certification of Trail segments.	NPS, BLM, FS, F&WS

5.	Federal and State agencies will appoint an individual to serve as that agency's coordinator for all Trail functions.	NPS, BLM, FS, F&WS, States
6.	Program and request funds for the initial phase marking program, purchase markers, and distribute them to Federal agencies, States, and private entities.	NPS
7.	Seek registration of the officially adopted logo or symbol. Any use of the official Trail logo on brochures, signs, products, or any other use should be approved by the lead Federal agency.	NPS
8.	Monitor and research daily use to assure that resources are being protected and that visitors have an enjoyable experience. Periodically monitor for maintenance needs.	Administering Agencies
9.	Prepare land ownership status map of lands within the established segments.	Administering Agencies
10.	Formulate plans for visitor management, facility use, and development of informational material for Trail use and to implement the requirements focused in this comprehensive plan.	Federal/State
11.	Negotiate with landowners for lands or interests in lands within established segments necessary for the Trail on a willing seller basis.	Federal
12.	Publish rights-of-way for those lands that are included within the established segments in the Federal Register.	NPS, BLM, F&WS,
13.	Provide counsel and advice to the Secretary of the Interior in the administration and management of the Trail.	Advisory Council
14.	Enter into cooperative agreements with lead Federal agency for participation in cooperative Trail management.	States, Organizations, and Individuals
15.	Erect and maintain Trail markers. All states and agencies be encouraged to adopt the official logo in their signing program and use it when replacement is needed or as their maintenance programs allow.	Federal/State/ Private
16.	State to establish priority accounts for implementing the preparation of State management and use plans. (See Appendix F.)	State
17.	Develop and maintain the Initial Protection Segments and marking process in accordance with the purposes of this plan.	BLM, NPS, F&WS

18.	Seek to establish and strengthen the identity of of the Mormon Pioneer National Historic Trail.	Secretary of the Interior
19.	Program and request funds from State legislatures to erect and maintain Trail markers (markers to be Federally-supplied).	States
20.	Encourage citizen volunteer participation to work with State and Federal agencies in developing, maintaining, and administering the Trail.	Federal/State
21.	Implement the comprehensive signing program, working within the guidelines established by the Federal government, Manual For Uniform Traffic Control Devices, to aid visitors in locating attractions and services.	Federal, State and local agencies
22.	States will work with the proper Federal agencies in preserving the remains of this Trail, marking the routes, and providing appropriate interpretation at selected key points along the Trail.	States and local agencies
23.	Establish joint Federal-State-local cooperative program to provide information to the public about the Trail at the lowest possible cost.	NPS and States
24.	States will provide cooperative interstate efforts in order to disperse Regional information along the the Trail.	NPS and States
25.	The Church of Jesus Christ of the Later-Day Saints, which has shown interest in preservation and interpretation of sites related to the Trail, should coordinate interpretive efforts for continuity of Trail information at their locations.	Private
26.	Easement of private lands for trail purposes will be at a minimum scale.	States
27.	Promulgate rules and regulations as needed to achieve the objectives of the plan and provide for their dissemination, understanding, and enforcement.	Federal/States
28.	Conservation agencies within each state will assume direct responsibility through cooperative agreement for non-federal Trail entities certified within their states and will agree to develop and manage their portion of the Trail in accordance with the policies and programs of the plan.	States
29.	Consideration should be taken to provide easement and leases from property owners to ensure Trail continuity and development.	Private

30.	Classify Trail condition according to the system identified in this plan.	Administering Agencies and States
31.	Inventory and document entire Trail location and conditions by means of video tape or aerial photography, and other appropriate means.	NPS

Phase II - Long Term Actions

1.	Prepare a program and establish priorities for non-Federal acquisition and easement for recreational purposes. Less than fee title acquisition will be under a willing buyer-willing seller basis.	NPS/States
2.	Program and request funds to implement the acquisition programs developed in Phase I--management and use plans.	Federal/States
3.	Continue an annual maintenance and replacement trail marking plan.	Federal/States
4.	Monitor all significant cultural resources and natural values within the right-of-way on a regular basis.	Federal
5.	Negotiate compatible development and use of mineral resources subject to the requirements of the Federal Land Policy and Management Act of 1976 and approval of the states.	Federal/States
6.	As a minimum, this plan will be reviewed for modification every 5 years and will allow for public input and review through use of the media and direct contact with the users.	Federal/States
7.	Implement a Trail maintenance and development data base computer program that itemizes, describes, and locates signs and other development facilities. The coding will include program language to provide budgetary costs on an annual basis.	NPS

ESTABLISHMENT

This portion of the comprehensive plan discusses specific areas that contain significant cultural and natural resources pertaining to the Mormon Pioneer National Historic Trail. For this purpose, natural resources are usually discussed in their cultural or recreational context.

The section is divided into Initial Protection Segments and Potential Certified Protected Segments. The narrative for each part presents the following information for significant places along the Trail:

Site Number - (Refers to maps in Appendix H, e.g., Site 5-3 means Map No. 5, Site #3.)

Name of Site - (As identified in "The Mormon Trail-A Study Report," June 1978.)

State - (Political boundary of largest non-Federal governmental entity.)

Rating - (Refers to priority for development, certification, obtaining interests, and/or similar concerns. Priorities are identified as A=High, B=Medium, 1=1846-1847 period; and 2=post-1847, e.g., A-1.)

Historic Significance - (States what happened at this site.)

Quad Reference - (Gives general location and the name of the U.S. Geological Survey 7½ minute quadrangle maps (or 15-minute quadrangles where applicable) which were used in developing and recording the plan and which are in the files of the National Park Service Rocky Mountain Regional Office, Denver, Colorado.

Potential - (Includes present facilities and the potential for development and visitor use.)

Significance - (States whether the site is primarily important from a national, State or local standpoint.)

Administration - (Gives present ownership and/or suggests what entity might best manage the site.)

Legislation requires the identification of all those high significant trail resources to be preserved for trail purposes. To carry out this direction, the guidelines shown in Table IV were developed to assure an impartial and effective means to identify resource values.

The guideline chart contains supplemental criteria that was used to judge the qualifications of both Initial and Potential Protection Segments for entry into the trail system. For judging purposes, the following range of numerical totals are used: 80-100 = national significance, 79-61 = state significance, 60 and below = local significance.

The identification process, based on crtieria and judgment factors, was used by the study team and state coordinators to judge the trail significance and potential of the 252 sites identified in the 1978 "The Mormon Trail A Study Report."

Of that total, 83 sites were considered as being feasible for trail purposes. Eight of those sites are located on federally administered areas and are established in this plan as part of the six Initial Protection Segments (see pages 36 to 67). Seventy-five other non-federal sites are identified in this plan as having historic and recreation significance. These sites are narrated in the Potential Certified Protection Segments (see pages 68 through 91).

MORMON PIONEER NATIONAL HISTORIC TRAIL

Guideline for Trail Segment Selection

Criteria	Judgement Factors				
a. General Historic Environment ASSIGNED POINT TOTAL=35 Point Value:	Trail remnants nonexisting No identified natural, historic or cultural resources in segment 0-6	Two general non-trail resource sites identified or exist within trail corridor 7-14	Several historic, natural, or cultural resources are identified. Potential exists for development and management 15-21	One high quality and several general quality resource values exist in segment 22-27	Numerous high quality natural, cultural, and historical trail values plus other non-trail resource values in segment 28-35
b. Interpretative Recreation Experience ASSIGNED POINT TOTAL=20 Point Value:	Two general activities provided 1/ 0-2	Several general activities provided 3-6	Provides two or more general value activities one high quality value activity 2/ 7-10	Provides several general value activities and more than one high quality value activities 11-15	Provides numerous high quality and two or more general values quality activities 16-20
c. Significance ASSIGNED POINT TOTAL=15 Point Value:	No public or private 0-2	Private/local 3-5	State and interstate 6-9	Regional 10-12	National 13-15
d. Accessibility ASSIGNED POINT TOTAL=8 Point Value	Puhlic access to trail unavailable within trail corridor 0-1	Limited access Use and access limited to road right-of-way 2-3	Fair access - Public roads exist within segment. Potential exists for improving access. 4-5	Good all-weather road access - Segment available to several modes of travel 6-7	Excellent access - high standard road to sites, good puhlic access within segment. 8
e. Design and Development ASSIGNED POINT TOTAL=12 Point Value:	No existing or potential development proposed 0-2	Minimum development available. Provides only health and safety facilities 3-4	Adequate facilities provided to preserve the resource and activity experience 5-7	Optimum opportunities for natural, historical, or recreational activities within segment. 8-9	Ultimate lands and facilities to conduct natural, historical, or recreation activities within segment 10-12
f. Management ASSIGNED POINT TOTAL=10 Point Value:	Private ownership Trail segment lost to residential, commercial or other uses. 0-1	Private ownership Limited potential for acquisition and development 2-3	Quasi-puhlic ownership Fair opportunities for trail identification and opportunities 4-6	State/local ownership Good potential for trail use and development 7-8	Federal ownership Use and design compatihle with agencies management objectives 9-10

Footnotes: 1/ General activities include those which are common to the region and which are usually of normal quantity and quality. This includes hiking, biking, camping, horseback riding, and motorized vehicles.

2/ High quality activities includes activities which facilitate retracement of the 1846-1847 historical route, historic structures and sites visitation and general historic environment appreciation.

INITIAL PROTECTION SEGMENTS

This section identifies those Federally-administered lands which are highly significant segments of the Trail. These segments are connected to the authorized trail and thus become a part of the Trail right-of-way. The segments are flexible in width. The limits of the length of each segment are shown on the following segment maps.

Federal lands within these segments are all located in Wyoming and are established by the National Trails System Act as the Mormon Pioneer National Historic Trail. There are also non-Federal lands closely related to the Federal lands that offer the potential for obtaining necessary interests, such as access, to make the entire segment more viable and useable for the public. Once such interests are obtained, those lands also become a part of the Trail. These interests in non-Federal lands adjacent to the Initial Protection Segments should be considered in the more specific planning efforts carried out by those Federal agencies that would manage the segments, e.g., the Management Framework Plans prepared by the Bureau of Land Management for its resource areas.

The 1978 study report identified broad areas (especially in Wyoming) of Federally-administered lands. The more detailed findings of land ownership, however, reveal that actual Federal holdings exist as upland regions along the river courses, or as scattered or "checkerboard" patterns with non-Federal lands along the Trail route.

The plan has considered such intermixed Federal and private lands, but they do not offer a sufficient base to provide a satisfactory trail experience, or would be inordinately difficult to manage as separate pieces of the Trail. Therefore, this plan does not recognize or establish such scattered parcels as segments of the Trail.

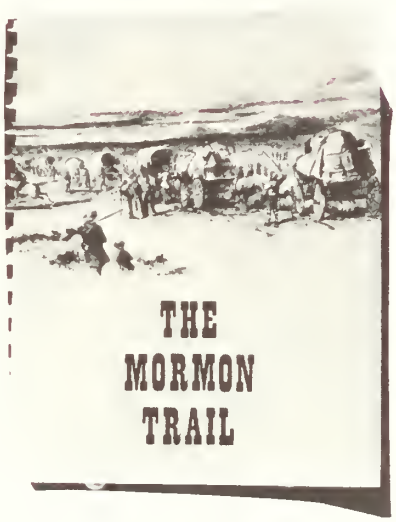
The plan establishes six Initial Protection Segments that offer the first opportunity for managing the Trail. Discussion of each segment is organized to show:

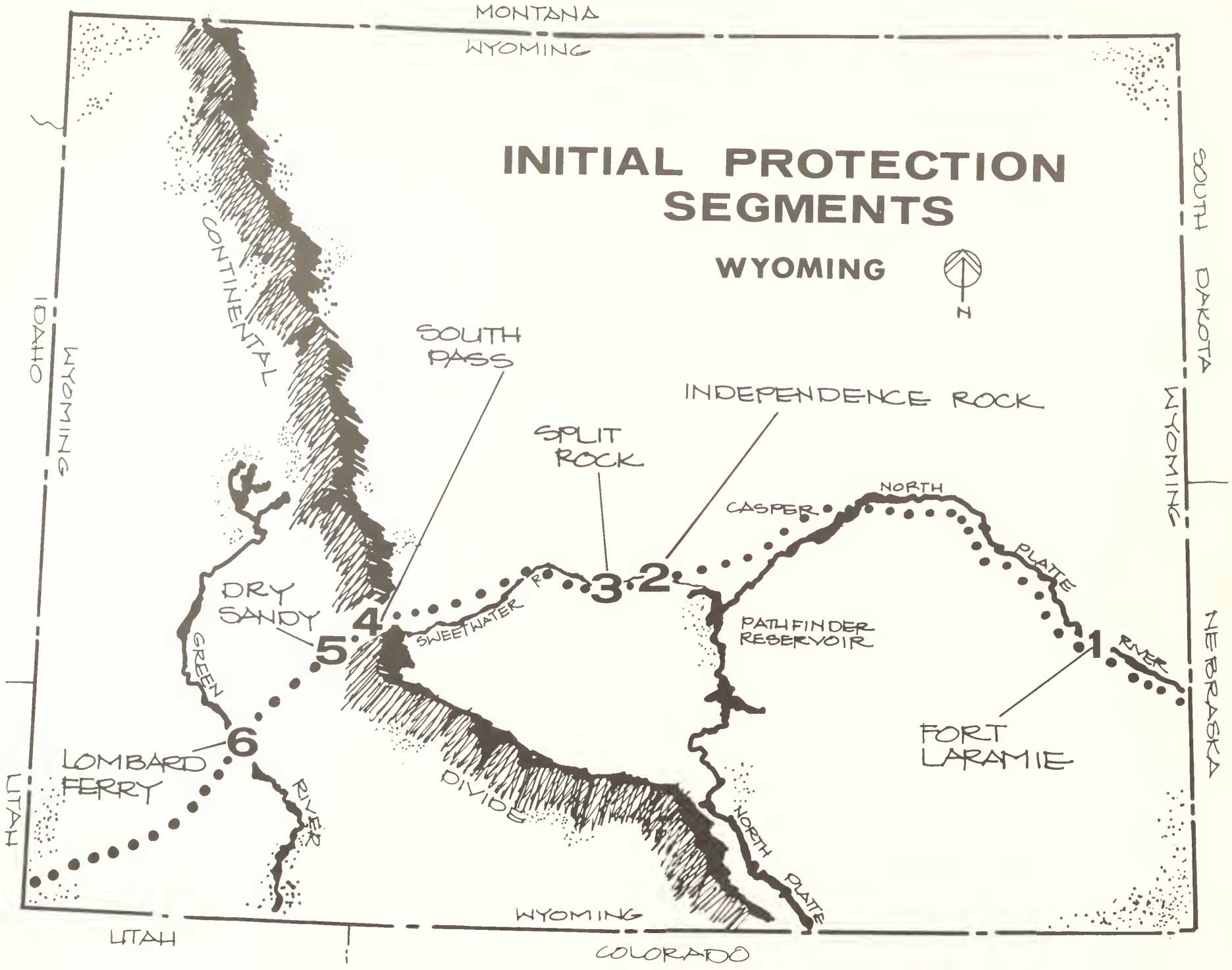
Orientation:	A brief description of the physical setting.
Brief Historical Notes:	The salient important historical aspects.
Vicinity Map:	Shows the relationship of the segment to such items as access, land ownership and management potential.
Description:	A narrative describing the route and the important factors for significant sites (see the introduction to this chapter).
Management Potential:	Identifies possibilities for preservation of resources and means of public use, including suggested actions to implement the plan.

The following are established as the Initial Protection Segments of the Trail and their general locations are shown on the Initial Protection Segment-Wyoming Map:

1 - Fort Laramie
2 - Independence Rock
3 - Split Rock
4 - South Pass
5 - Dry Sandy
6 - Lombard Ferry

All the protection segments discussed are based on the segments and sites identified in the 1978 Mormon Trail Study Report. Discussion for each is as follows:




INITIAL PROTECTION SEGMENTS
WYOMING
N
MONTANA
WYOMING
IDAHO
WYOMING
SOUTH DAKOTA
WYOMING
NEBRASKA
UTAH
WYOMING
COLORADO
UTAH
CONTINENTAL DIVIDE
SOUTH PASS
SPLIT ROCK
INDEPENDENCE ROCK
CASPER
NORTH PLATTE RIVER
PATHFINDER RESERVOIR
SWEETWATER R.
DRY SANDY
GREEN RIVER
LOMBARD FERRY
FORT LARAMIE
NORTH PLATTE
1
2
3
4
5
6

FORT LARAMIE

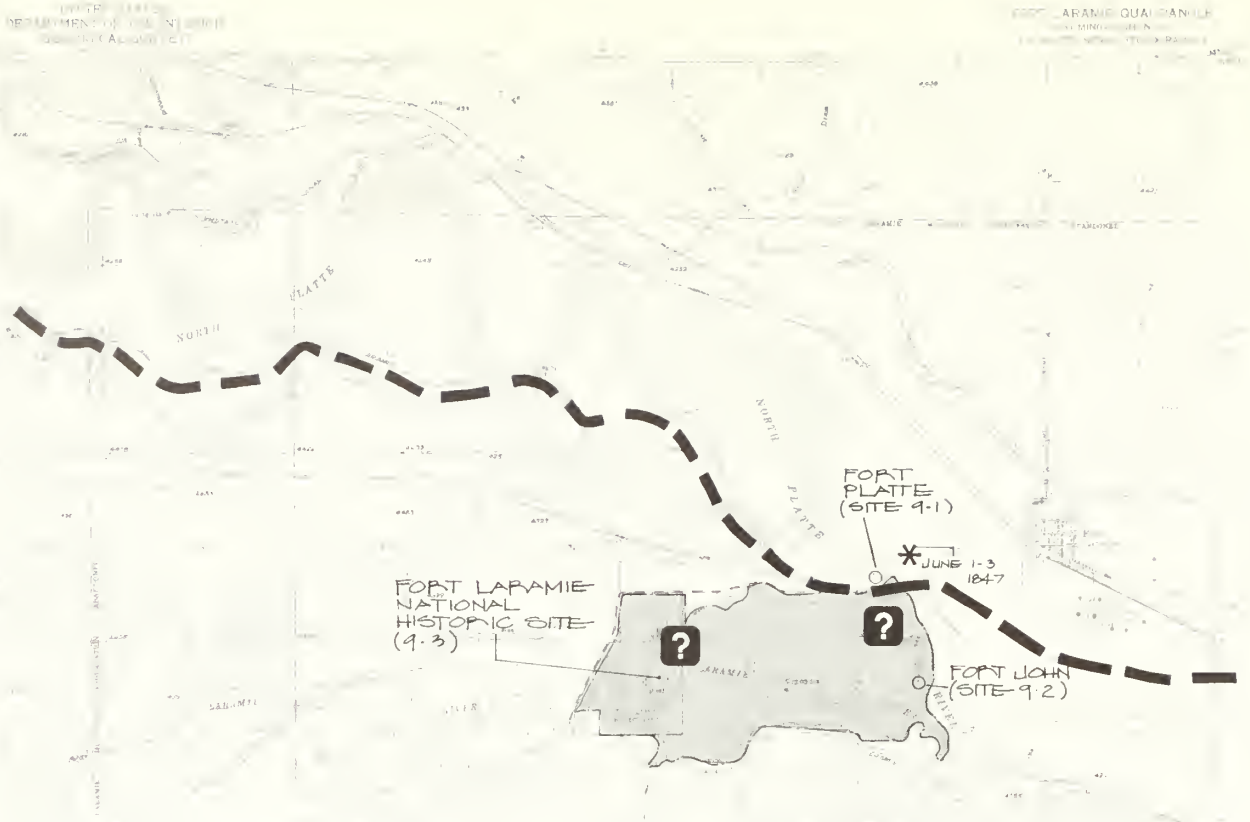
ORIENTATION

FORT LARAMIE NATIONAL HISTORIC SITE - The fort or post was considered a fur trading and major outfitting point at the time the pioneers passed through the area. The post was converted to military use in the summer of 1849 and became a place where practically every wagon train stopped to resupply and rest.

BRIEF HISTORICAL NOTES

The plains half of the trip over, the pioneers arrived at Laramie ford vicinity June 2, 1847. Information was obtained about the sick detachment of the Mormon Battalion due for discharge at Santa Fe and here they were joined by the Contingent of Mississippi Saints that had wintered in Pueblo, Colorado Territory.

They remained north of the river where they camped, rested their animals, reset wheels, and repaired wagons. At Fort Laramie, Brigham Young conferred with the inhabitants on trail matters. On June 3, they crossed to the south side of the river and junctioned with the Oregon Trail. June 4, they departed the vicinity and began the mountainous half of their journey.



AUTHORIZED TRAIL
RELOCATED TRAIL
FEDERAL LAND
STATE LAND
PRIVATE LAND
MORMON CAMPING PLACE

HIKING TRAIL
INFORMATION AREA
VIEWING AREA
ORV ROUTE
INTERPRETIVE TRAIL
symbols indicate potential use

north

1 MILE

SCALE 1:24000

FORT LARAMIE

MORMON PIONEER NATIONAL HISTORIC TRAIL

FORT LARAMIE INITIAL PROTECTION SEGMENT

DESCRIPTION

This segment consists of Fort Laramie National Historic Site, with potential for including some additional private adjacent lands. It includes the following areas:

Site 9-1, See non-Federal segment, page 82.

Site 9-2, Fort John, Wyoming (T26N;R64W;Sec.21or28). This site is rated C-1. Fort John, first called Fort William, was the first private trading post in the Rocky Mountain area built by the American Fur Company. It was noted as an island of civilization in the western wilderness where information concerning Trail conditions could be obtained from personnel of the post. Brigham Young found the inhabitants friendly and informative. This site is a part of Fort Laramie National Historic Site, but its exact location is unknown. It is on the 7.5 Min. Fort Laramie Quad. Fort John's existence and contribution to the frontier is included in the interpretive story for Fort Laramie National Historic Site. Fort John's exact location is unknown, but this plan assumes it to be within Fort Laramie National Historic Site. It has national significance and is presumed to be administered by the National Park Service.

Site 9-3, Fort Laramie, Wyoming (T26N;R64W;Sec.29). This site is rated A-2. Fort Laramie was purchased by the U.S. Government in June 1849 to serve as a focal point for military operations in the northen plains and mountains. The fort Army post figured prominently in the western expansion, migration, and Utah War. It is located about two miles west-southwest of the town of Fort Laramie and is found on the 7.5 Min. Fort Laramie Quad. Its restored buildings, museum and living history demonstrations are the principal interpretive efforts for the national historic site. It has national significance and is administered by the National Park Service.

See subsequent site numbers, Site 9-4 thru 9-10 non-Federal segments, page 82 and 83.

MANAGEMENT POTENTIAL

There is potential at this site for the following:

National Park Service to include the Mormon Pioneer National Historic Trail in its interpretive programs and talks. This could include the identification of the Trail's migration history, handcarts, bull boats, publications, and books regarding the Trail.

Non-Federal interests to recognize and obtain appropriate interest in the Fort Platte Site (Wyoming 9-1) and its adjoining lands and to seek certification of the area as a Certified Protected Segment of the Trail. The National Park Service has administratively determined not to expand the Fort Laramie National Historic Site boundary at this time to include the Fort Platte Site.

The National Park Service could place an audio station, interpretive panel, or other interpretive device at the historic Army Iron Bridge to inform the public of the relationship between Fort Laramie, Fort Platte, the Mormon Pioneer and Oregon National Historic Trails. This action would require careful planning to separate the different interpretive themes in this fairly tight area and should be requested by the lead agency.

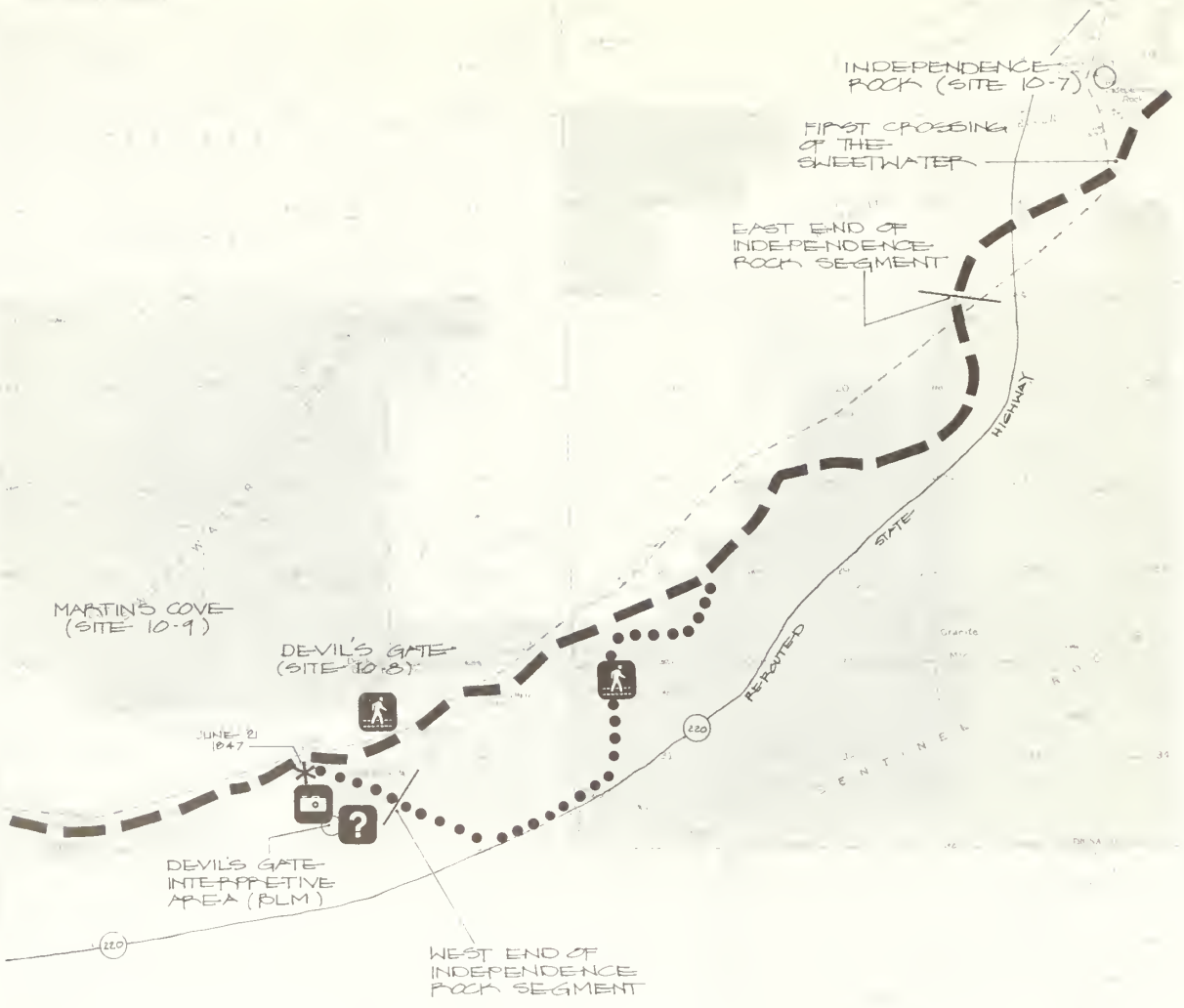
INDEPENDENCE ROCK

ORIENTATION:

Independence Rock Segment: This historic 7-mile segment lies between Independence Rock and Devil's Gate on the Sweetwater River. It includes 4 miles along portions of an abandoned road, and 3 miles of cross-country Trail. Independence Rock, the site of a State historical park, derived its name from celebrations held here on July 4, 1830. The Sweetwater River funnels through the "Devil"s Gate" and nearby "Martin's Cove" is the site of the Mormon Handcart Disaster. Mormons used the cove to find refuge here from an early snowstorm in November 1856.

BRIEF HISTORICAL NOTES:

The rock was the most noted landmark west of Fort Laramie on the Oregon Trail. Clayton described "Independence Rock and ford--on the north side of the river--about six hundred yards long, and a hundred and twenty wide, composed of soft granite. . ." They nooned at the rock where they clambered around the dome, then moved on to Devil's Gate where they climbed the cliff and fired off guns in the gorge to create echoes.. They camped in the vicinity of Devil's Gate the evening of June 21, 1847.



AUTHORIZED TRAIL
RELOCATED TRAIL
FEDERAL LAND
STATE LAND
PRIVATE LAND
MORMON CAMPING PLACE

HIKING TRAIL
INFORMATION AREA
VIEWING AREA
ORV ROUTE
INTERPRETIVE TRAIL
symbols indicate patential use

INDEPENDENCE ROCK

MORMON PIONEER NATIONAL HISTORIC TRAIL

north

1 MILE

SCALE 1:24000

MAP | 80 002
AMP | Aug 81

INDEPENDENCE ROCK INITIAL PROTECTION SEGMENT

DESCRIPTION

This segment is anchored on the eastern end by Independence Rock State Historic Site, administered by the State of Wyoming.

Sites 10-1 to 10-7, See non-Federal segments, pages 83-85.

The eastern end of the established segment begins at the edge of State lands and proceeds southwesterly for about three miles over land administered by the Bureau of Land Management (BLM). This potential hiking and horseback route generally parallels State Highway 220. The western half of this route follows the abandoned right-of-way of the old highway which follows the original Trail.

Within this segment, there are stretches where sections of State and private land lie between the Federal lands. There is the possibility that here an agreement could be reached with the State and private land owners to incorporate this portion of non-Federal land into the segment. This would enable Trail users to continue their trek southerly and westerly through a saddle of State lands and to arrive at:

Site 10-8, Devil's Gate, Wyoming (T29N;R87W;Sec.35). Rated A-1, Devil's Gate is a spectacular landmark 360 feet high on the Mormon Pioneer Trail. The area was a noted emigrant campground and was used later as a mail relay, transcontinental telegraph, and mule pack train station. The site is situated some fifteen miles northeast of Muddy Gap, Wyoming, and is found on the Independence Rock 7.5 Min. Quad. The BLM maintains a 10-acre interpretive area here. Existing facilities include a short access road from Highway 220; a parking area; fence; interpretive displays about the Oregon Trail and Devil's Gate; and a ½-mile interpretive trail with displays about the Sweetwater River, Martin's Cove, Indian legends, the Oregon Trail, the Devil's Gate Mail Station, and pioneer hardships. The Devil's Gate site is of national significance and is suitable for continuing administration by the BLM. It is the western terminus of this Federal segment.

Site 10-9, Martin's Cove, Wyoming (T29N;R87W;Sec.28). This site is rated B-2. The cove is a recess in the southern flank of the Sweetwater Rocks where a part of Captain Edward Martin's 6th Company from England took shelter from a November 1856 winter storm. Among the company of 576 aged persons and children, the fatalities numbered 145 from exposure and want of food. It is located about two miles northwest of the BLM Devil's Gate Interpretive Area on the 7.5 Min. Independence Rock Quad. This site is listed in the National Register of Historic Places and is of national significance and is on land administered by the BLM. The actual access to Martin's Cove is across private lands of the Sun Ranch and permission is required from the owners to visit the cove. Martin's Cove access is a potential Trail enhancement feature and access to the cove should be explored in a coordinated manner between public and private interests.

MANAGEMENT POTENTIAL

The Independence Rock segment offers great potential for cooperative efforts among Federal, State and private interests to effectively manage the Trail. This potential includes:

About seven miles of hiking/horseback trail from Independence Rock State Historic Site to Devil's Gate. (Motorized use should be prohibited.)

Agreements between BLM and the State of Wyoming and private interests for coordinating management of the above-mentioned hiking trail.

Agreement between the lead Federal agency and the historic Tom Sun Ranch to make other important places available to the public, including the historic markers on the old highway (now a private ranch road), the site of the old Seminoe trading post, and other historic features.

Perhaps obtaining necessary private land interests to protect the site of the emigrants' first crossing of the Sweetwater, located just east of the Independence Rock State property.

Preservation of segments of Trail ruts.

Trailheads at Independence Rock and at Devil's Gate.

Possible interpretive displays at Independence Rock and additional displays at the existing Devil's Gate Interpretive Area.

Coordination with interpretive efforts for the Oregon National Historic Trail.

Potential implementing actions include:

Continued maintenance by BLM of the existing Devil's Gate Interpretive Area.

Incorporating specific measures for managing use and classifying trail conditions of the segment for Trail rut preservation, and for interpretive means into the Sweetwater Planning Unit Management Framework Plan for the BLM Lander Resource Area.

BLM to explore if the opportunity exists to obtain public access across State lands to connect the Devil's Gate Interpretive Area with other historic aspects of the area, and with the Devil's Gate natural feature itself.

Installing appropriate Trail markers, interpretive and informational devices, and trailheads.

SPLIT ROCK

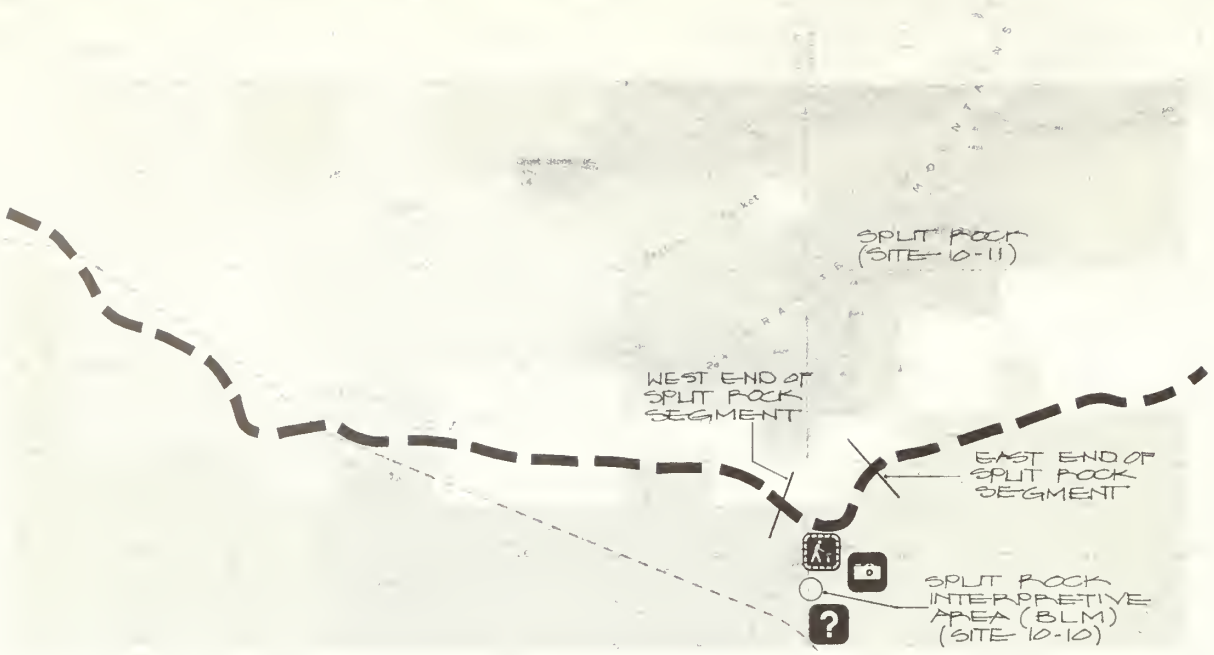
SPLIT ROCK
A FAMOUS NATURAL LANDMARK USED BY INDIANS, TRAPPERS, AND EMIGRANTS ON THE OREGON TRAIL.
SITE OF SPLIT ROCK PONY EXPRESS 1860-1861 STAGE AND TELEGRAPH STATION IS ON THE SOUTH SIDE OF THE SWEETWATER.
SPLIT ROCK CAN BE SEEN AS A CLEFT IN THE TOP OF THE RATTLESNAKE RANGE.
ERECTED BY THE HISTORICAL LANDMARK COMMISSION OF WYOMING 1936

ORIENTATION

The Federal lands in this segment include an interpretive area, the site of a Pony Express Station, and visible wagon ruts all on the south side of the Sweetwater River. Split Rock itself is publicly owned and is considered a disjointed part of this Federal segment.

BRIEF HISTORICAL NOTES

The pioneers departed Devil's Gate Camp the morning of June 22 and entered into the segment. They passed and noted Split Rock in the early afternoon. The wagons traveled another nine miles before camping. The valley route provided both good grass and water; however, many fords and narrow tributaries forced the pioneers to leave the valley floor to go around hills on the valley's edge. As they traveled, they were able to see the great snows of the Wind River Range which offered spectacular views.



AUTHORIZED TRAIL

RELOCATED TRAIL

FEDERAL LAND

STATE LAND

PRIVATE LAND

MORMON CAMPING PLACE

HIKING TRAIL

INFORMATION AREA

VIEWING AREA

ORV ROUTE

INTERPRETIVE TRAIL

symbols indicate potential use

SPLIT ROCK

MORMON PIONEER NATIONAL HISTORIC TRAIL

north

1 MILE

SCALE 1:24000

MAP1 PMP | BO.003 Aug 81

SPLIT ROCK INITIAL PROTECTION SEGMENT

DESCRIPTION

This segment, rather than being linear in configuration, consists of about 160 acres surrounding:

Site 10-10, Split Rock Interpretive Area, Wyoming (T29N;R90W;Sec.25). This site is rated A-1. Split Rock itself is about two miles north across intervening Federal and private lands. In this segment, the Bureau of Land Management has an interpretive site with an access road, parking, picnic tables, comfort station, and interpretive displays with a view of the Sweetwater River and of Sweetwater Rocks beyond. The interpretation presently concentrates on the Oregon Trail, geology of Split Rock, and the Pony Express. The site is located on the Split Rock 7.5 Min. Quad. The interpretive area needs to have the Mormon Pioneer National Historic Trail story added to its interpretive displays. The importance of Split Rock as a landmark to pioneer travelers and the existing Federal ownership of the interpretive area makes this segment of national significance. It should continue to be administered by the Bureau of Land Management.

Site 10-11, Split Rock, Wyoming (T29N;R89W;Sec.18). This site is rated A-1. Split Rock is a famous natural landmark located in the Sweetwater Rocks. The cleft in the top was used by Indians, trappers, and emigrants and was noted in many diaries. It is about 10 miles northwesterly from Three Forks, Wyoming, and is located on the 7.5 Min. Split Rock Quad. The site is presently undeveloped but has potential for limited recreation use if access can be gained across private lands. Because it was an important landmark, it is judged to have national significance. The property is federally owned and has the necessary amount of land to protect the site. The site is managed by the Bureau of Land Management. Perhaps the private land owner would agree to provide access to the site for future side trail development.

MANAGEMENT POTENTIAL

There is potential in this segment for the following:

Interpretation of the Mormon Pioneer National Historic Trail, and coordinating this interpretation with efforts and actions for the Oregon National Historic Trail.

Extend interpretive Trail to take in the site of the Sweetwater River area and the nearby Trail wagon ruts.

Maintaining the historic interests in Split Rock and to preserve the geological landmark.

Monitor public needs for additional development at the Split Rock Interpretive Area.

Potential implementing actions include:

Installation of appropriate interpretive display panels to tell the story of Mormon pioneers passing this spot, and to relate the site to the entire Mormon Pioneer National Historic Trail.

Installing appropriate Trail marker, interpretive and informational devices, and trailhead.

SOUTH PASS

ORIENTATION

This 16-mile (27-km) segment is a remote and primitive portion of the Trail containing untouched trail remnants that remain visible for many miles. The Trail provides unimproved travel from the Sweetwater River, primarily across public domain lands to the South Pass Exhibit Site on U.S. Highway 28. The Continental Divide, Meeker-Whitman Historic Monument and Pacific Springs are prominent features.

BRIEF HISTORICAL NOTES

The pioneers entered the segment on June 26, 1847, and were 790 miles from Winter Quarters when they made the ninth and final fording of the Sweetwater. After traveling seven miles beyond this, they passed between twin mounds signaling their entry into Oregon territory. They also crossed a notable landmark--South Pass. The emigrants were experiencing a sickness they named mountain fever, believed by some historians to be Rocky Mountain Spotted Fever. Their last campsite in the Atlantic drainage was made on June 26 in an area just east of the Divide. The next day they crossed over the Continental backbone to the Pacific slope and departed the segment.

AUTHORIZED TRAIL
RELOCATED TRAIL
FEDERAL LAND
STATE LAND
PRIVATE LAND
MORMON CAMPING PLACE

HIKING TRAIL
INFORMATION AREA
VIEWING AREA
ORV ROUTE
INTERPRETIVE TRAIL
symbols indicate potential use

north

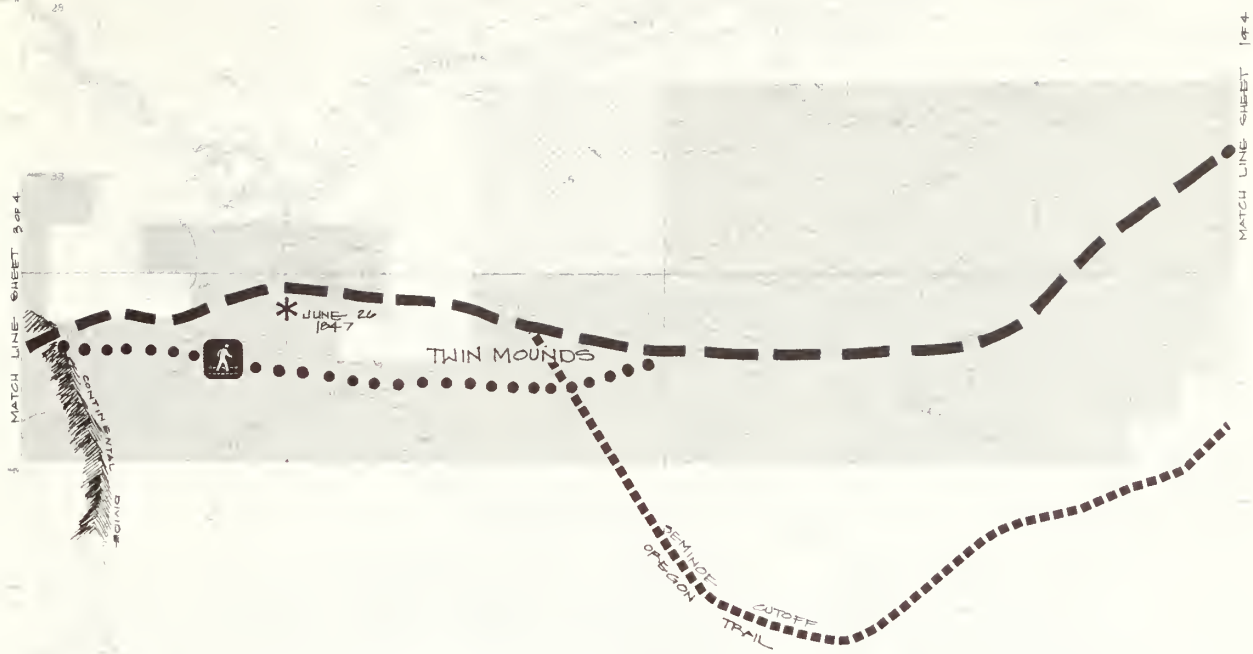
SCALE 1:24000

SOUTH PASS

MORMON PIONEER NATIONAL HISTORIC TRAIL

sheet 1 of 4

MAP | 80 004
PMP | Aug 81



AUTHORIZED TRAIL
RELOCATED TRAIL
FEDERAL LAND
STATE LAND
PRIVATE LAND
MORMON CAMPING PLACE

HIKING TRAIL
INFORMATION AREA
VIEWING AREA
ORV ROUTE
INTERPRETIVE TRAIL
symbols indicate potential use

SOUTH PASS

MORMON PIONEER NATIONAL HISTORIC TRAIL

sheet 2 of 4

north

0 ½ 1 MILE

SCALE 1:24000

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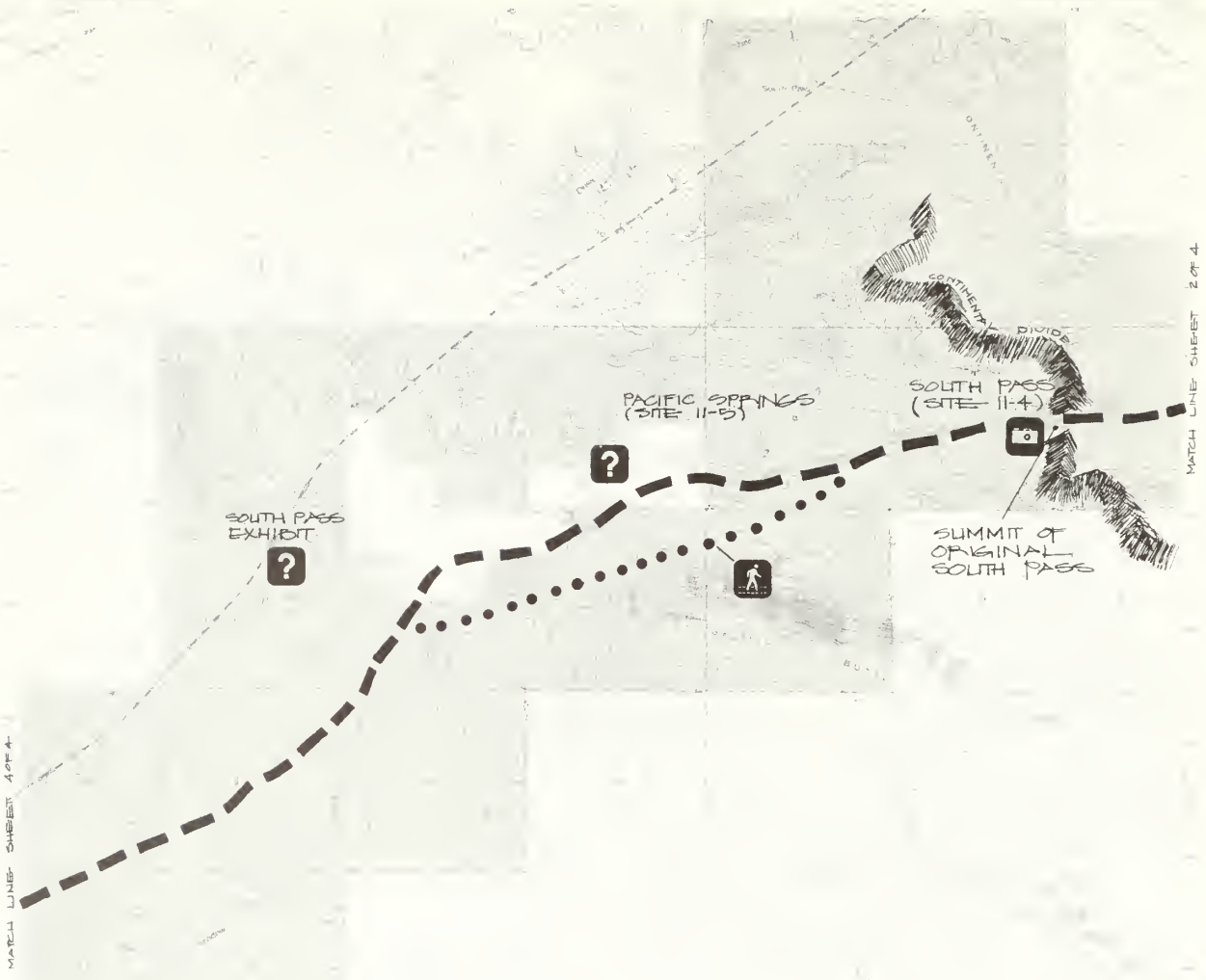
PMA AUG 81


CONTINENTAL DIVIDE
PACIFIC SPRINGS (SITE 11-5)
SOUTH PASS (SITE 11-4)
SOUTH PASS EXHIBIT
SUMMIT OF ORIGINAL SOUTH PASS
MATCH LINE SHEET 2 OF 4
MATCH LINE SHEET 4 OF 4

AUTHORIZED TRAIL
RELOCATED TRAIL
FEDERAL LAND
STATE LAND
PRIVATE LAND
MORMON CAMPING PLACE

HIKING TRAIL
INFORMATION AREA
VIEWING AREA
ORV ROUTE
INTERPRETIVE TRAIL
symbols indicate potentiol use

SOUTH PASS

MORMON PIONEER NATIONAL HISTORIC TRAIL

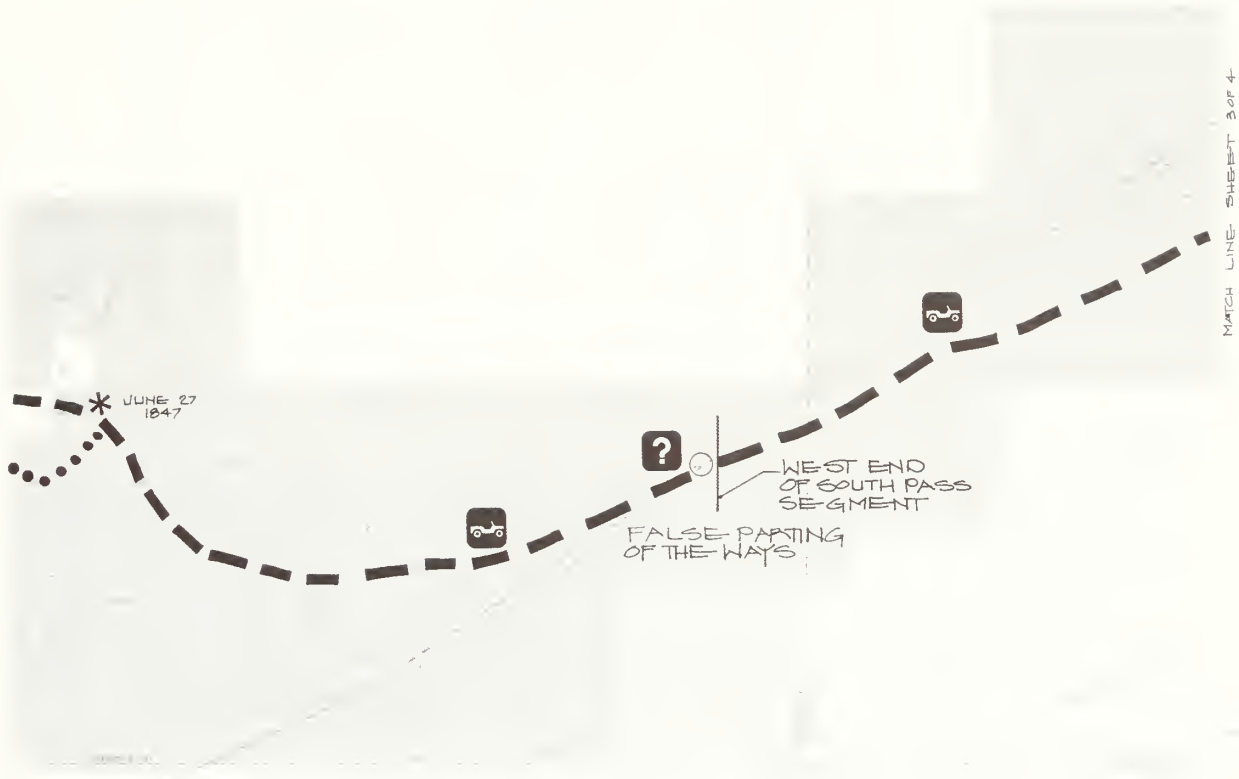
sheet 3 of 4

north

½ 1 MILE

SCALE 1:24000

MAP | 80 006
AMA | AUG 81



AUTHORIZED TRAIL
RELOCATED TRAIL
FEDERAL LAND
STATE LAND
PRIVATE LAND
MORMON CAMPING PLACE

HIKING TRAIL
INFORMATION AREA
VIEWING AREA
ORV ROUTE
INTERPRETIVE TRAIL
symbols indicate potential use

SOUTH PASS

MORMON PIONEER NATIONAL HISTORIC TRAIL

sheet 4 of 4

north

1 MILE

SCALE 1:24000

MAP1 | 80.007
PMP | AUG 81

SOUTH PASS INITIAL PROTECTION SEGMENT

DESCRIPTION

The eastern end of this segment begins in T28N;R100W;Section 26, on the westerly side of the Sweetwater River at the edge of Burnt Ranch.

Sites 11-1 to 11-3, See non-Federal segment, page 85.

The segment then continues on public (BLM) lands southwesterly and westerly for about six miles on a gravel road to the vicinity of Twin Mounds. The Seminoe Cutoff of the Oregon Trail connects here. Just beyond Twin Mounds was the approximate location of the Mormon June 26 campsite. There is potential for marking the hiking/horseback route here because the National Historic Trail veers south about one-half mile and west about two miles to skirt around private lands, including the Twin Mounds. The route then extends west another one and one-half miles to:

Site 11-4, South Pass, Wyoming (T27N;R101W;Sec.4). This site is rated A-1. It is the famous crossing of the Continental Divide, at 7,550' elevation, making it the second highest point along the Trail. It was noted for its gentle grade, making for an easy covered wagon opportunity to cross the backbone of the Rocky Mountains from the Atlantic to the Pacific slope. It is a national historic landmark. The Meeker-Whitman marker is located here. The area is about four miles due east of State Highway 28 and is shown on the Pacific Springs Quad. There is good potential for marking the Trail and for an interpretive sign here. The interpretation should include the Mormon Pioneer and Oregon National Historic Trails, and the Continental Divide National Scenic Trail. The site is of national significance and is administered by the Bureau of Land Management.

The trail proceeds westerly for about two and one-half miles to:

Site 11-5, See non-Federal segment, page 86.

Here the Trail again deviates from the historical alignment about one-half mile south and about two miles southwesterly to avoid private lands. At this point, a connection may be made to Highway 28 where there is a South Pass exhibit. The segment proceeds on about five miles southwesterly along the gravel road over public (BLM) lands to connect with the highway. It should be noted that in many places this segment has well-preserved wagon ruts. The segment ends at the highway.

MANAGEMENT POTENTIAL

There is potential in this segment for the following:

Approximately 10-15 miles of hiking/horseback trail from the Burnt Ranch boundary to beyond Pacific Springs. (Motorized use should be prohibited.)

Preservation of significant segments of Trail ruts.

Extend the Trail easterly to Burnt Ranch.

Interpretive signs or other devices to identify the Mormon Pioneer National Historic Trail in the vicinity of South Pass.

Investigate potential for establishing Trail continuity by connecting Trail easterly from Burnt Ranch towards Willy's Handcart site and Ice Slough, and westerly connecting with Little Sandy segment.

Coordination of preservation and interpretive effort with a 125-mile segment of the Oregon National Historic Trail.

Coordination of interpretive effort at South Pass with the Continental Divide National Scenic Trail.

There is the opportunity for future addition of the following area to this segment.

Burnt Ranch, Wyoming is the first of three parcels recommended for acquisition. Approximately 320 acres of ranch land acreage is needed for trail alignment and protection as identified on South Pass Sheet 1 of 4, page 52.

Potential implementing actions include:

Incorporating specific measures for managing use and classifying trail conditions of the segment, for preservation of trail ruts, and for interpretive efforts into the Sweetwater and Big Sandy Planning Units Management Framework Plans for the Lander and Big Sandy Resource Areas.

Bureau of Land Management negotiation with private landowners for obtaining interests necessary to provide Trail continuity and to provide protection and interpretation.

Installing appropriate Trail markers, interpretive and informational devices, and trailheads.

DRY SANDY

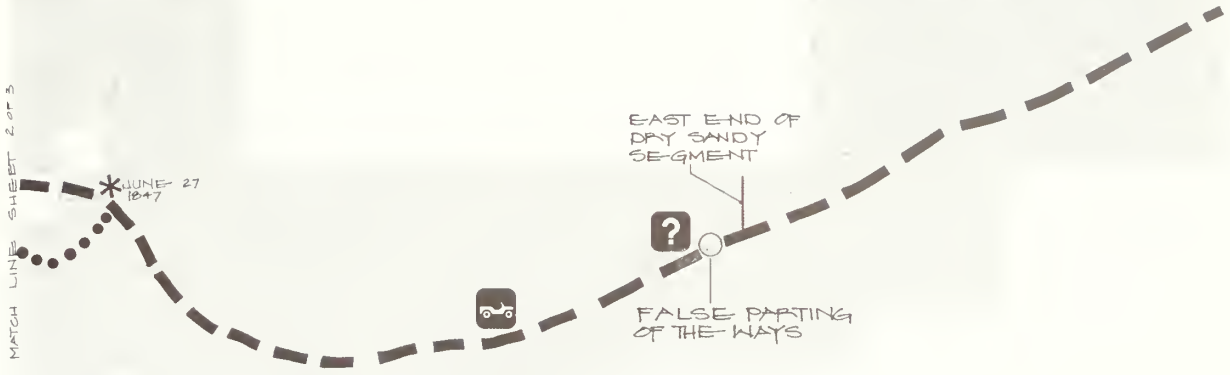
ORIENTATION

Dry Sandy Segment - Primitive roads provide access along this 16-mile (26-km) segment. Between False Parting of the Ways and the Little Sandy Crossing, the Mormons met with the famous trapper and guide, Jim Bridger, to discuss their route. The Trail passes the "Parting-of-the-Ways," a junction of the Oregon Trail with the Sublette Cutoff to Oregon Territory.

BRIEF HISTORICAL NOTES

On June 27, the pioneers, traveling between 5-foot snowbanks and mats of wild berries, crossed over South Pass Summit and passed onto the western slope and into the country of sanctuary. They camped that night on Dry Sandy Creek, the first creek after leaving Pacific Springs where they found the water brackish, no firewood, and very little grass.

The next day they made an easy 6-mile passage over open sagebrush slope to parting-of-the-trails. The pioneers followed the left-hand fork towards Fort Bridger where, 7 miles later, they forded the Little Sandy Creek, met the famous Jim Bridger, and camped for the night.



AUTHORIZED TRAIL
RELOCATED TRAIL
FEDERAL LAND
STATE LAND
PRIVATE LAND
MORMON CAMPING PLACE

HIKING TRAIL
INFORMATION AREA
VIEWING AREA
ORV ROUTE
INTERPRETIVE TRAIL
symbols indicate potential use

DRY SANDY

MORMON PIONEER NATIONAL HISTORIC TRAIL

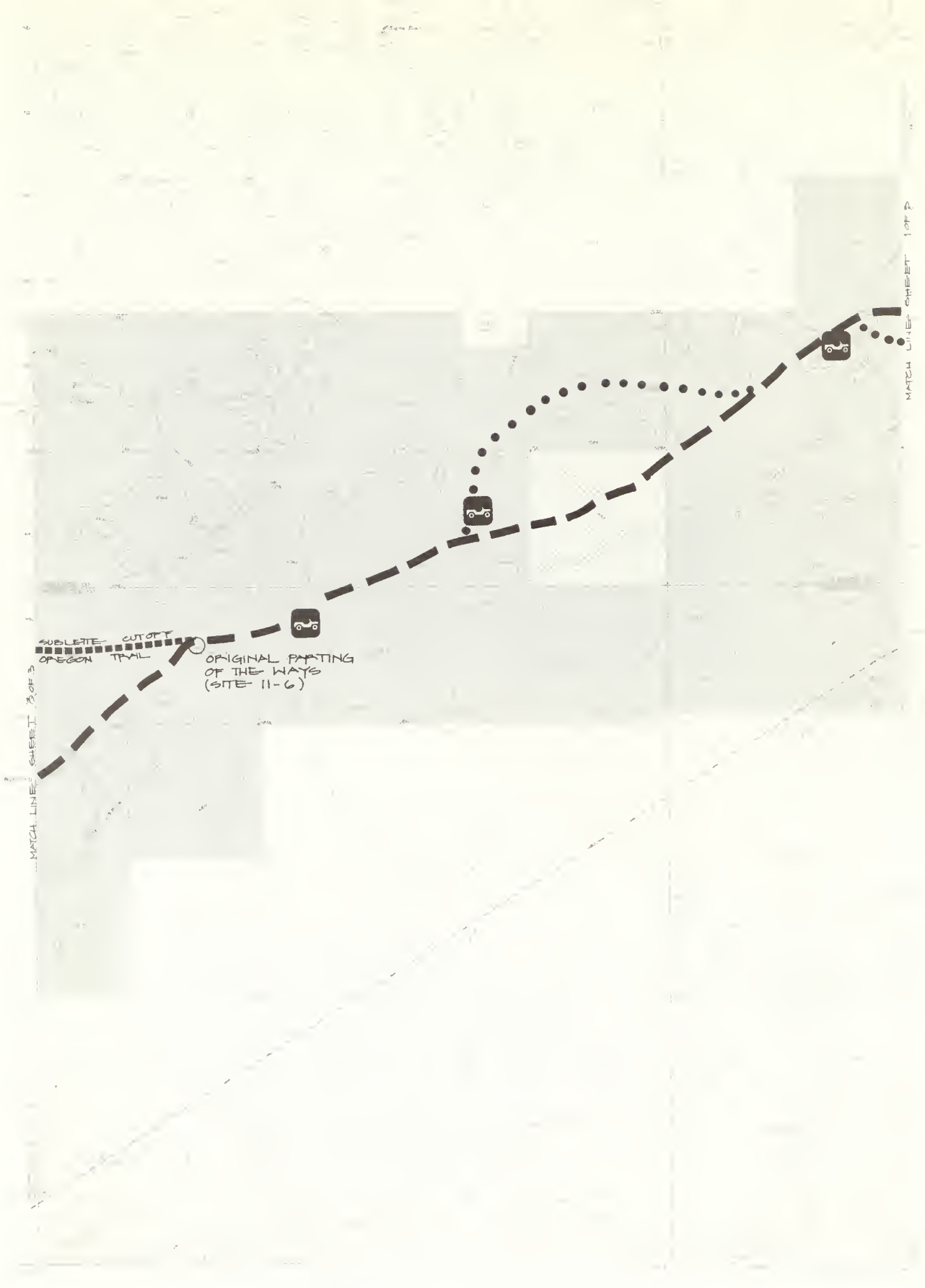
sheet 1 of 3

north

½ 1 MILE

SCALE 1:24000

MAP | 80.006
AMA | AUG 81



AUTHORIZED TRAIL
RELOCATED TRAIL
FEDERAL LAND
STATE LAND
PRIVATE LAND
MORMON CAMPING PLACE

HIKING TRAIL
INFORMATION AREA
VIEWING AREA
ORV ROUTE
INTERPRETIVE TRAIL
symbols indicate patential use

north

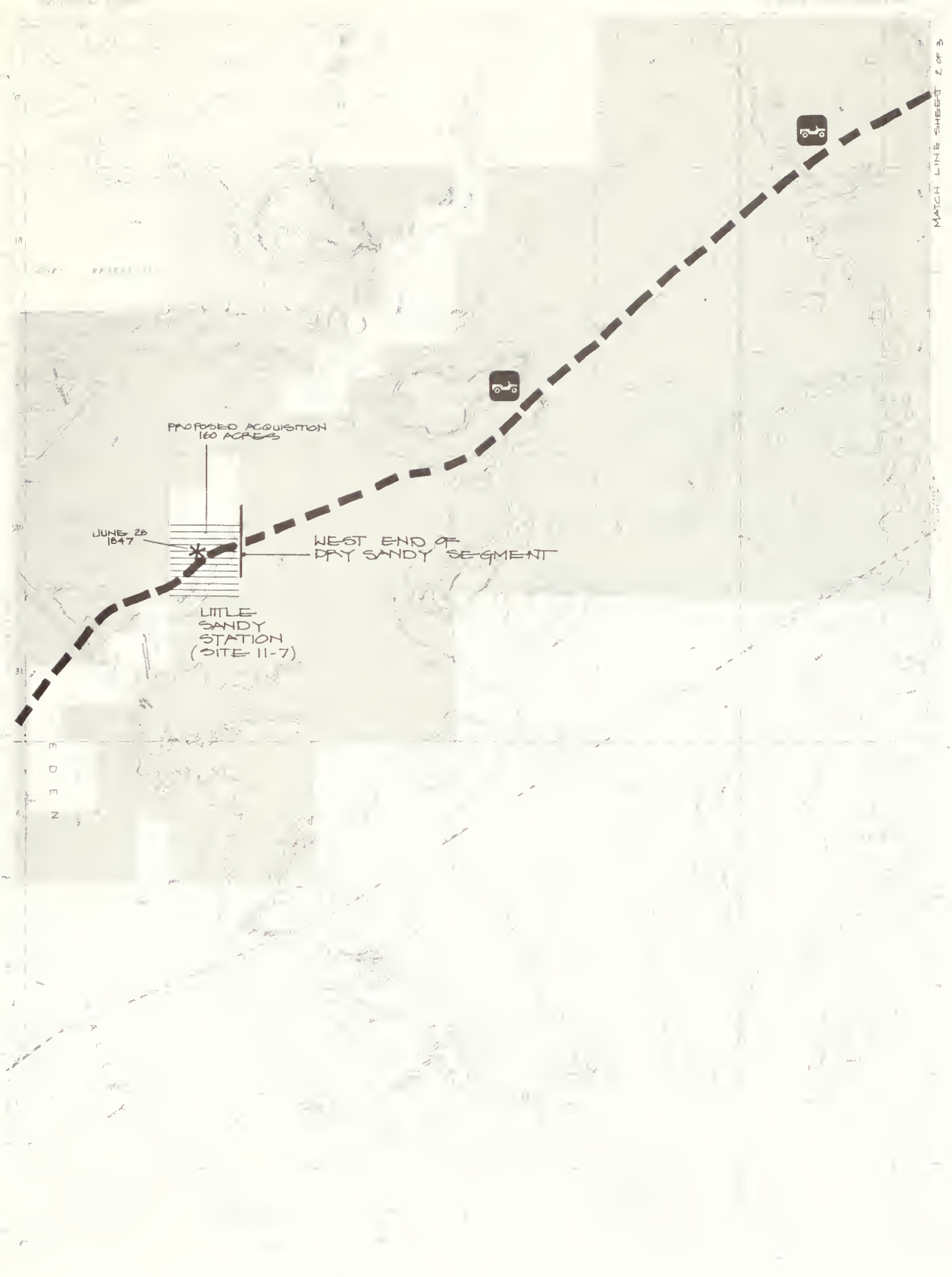
SCALE 1:24000

DRY SANDY

MORMON PIONEER NATIONAL HISTORIC TRAIL

sheet 2 of 3

MAP | 80 009
AMA | AUG 81



AUTHORIZED TRAIL
RELOCATED TRAIL
FEDERAL LAND
STATE LAND
PRIVATE LAND
MORMON CAMPING PLACE

HIKING TRAIL
INFORMATION AREA
VIEWING AREA
ORV ROUTE
INTERPRETIVE TRAIL
symbols indicate potential use

north

1 MILE
SCALE 1:24000

DRY SANDY

MORMON PIONEER NATIONAL HISTORIC TRAIL

sheet 3 of 3

MAP1 | 80.010
AMP | AUG 81

DRY SANDY INITIAL PROTECTION SEGMENT

DESCRIPTION

The eastern end of this segment begins at the State-maintained sign explaining the False Parting of the Ways at the parking pulloff along State Route 28. The segment extends about 3½ miles westerly and northwesterly where it veers about one-fourth mile south of the original Trail to avoid private lands. This is the point where the Mormons camped on June 27, 1847. The segment crosses Dry Sandy Creek in this vicinity and picks up the original Mormon route again about one-half mile further west. It follows the original Trail about one more mile southwesterly, then again deviates from the original trail to avoid a section of State lands. This deviation extends westerly about one and one-half miles to the east bank of Juel Creek. It follows the east side of the creek southwesterly for about one mile then goes southerly about three-fourths of a mile to rejoin the original route. This segment continues approximately two miles southwesterly to:

Site 11-6, Parting of the Ways, Wyoming (T28N;R104W;Sec.4). This site is rated A-2. The area marks the fork in the route where emigrants continuing on towards Oregon could take a shortcut across the Little Colorado Desert to Bear River. This 50-mile, waterless route was known as the Sublette or Greenwood Cutoff. Because of the lack of water, it did not become popular until the gold rush days. The Mormon pioneers continued southwest on the main route. The site is located on the 7.5 Min. Parting of the Ways Quad. There is no interpretation of the site now, but there is potential for an interpretive display to be placed at this junction. The site has national significance but is of greater significance to the Oregon National Historic Trail. It should continue to be administered by the Bureau of Land Management.

From Parting of the Ways, the segment continues to follow the original Trail route along the northern side of Dry Sandy Creek for some 6½ miles southwesterly where it ends at private lands surrounding Little Sandy Station. Public access to this western terminus will be required. See Management Potential below for a discussion of Little Sandy Station.

Site 11-7, See non-Federal segment, page 86.

MANAGEMENT POTENTIAL

There is potential in this segment for the following:

Approximately 15-16 miles of off-road vehicle travel across the open sagebrush plain along the entire segment.

Preservation of significant segments of Trail ruts.

Interpretive devices at the Mormon Pioneer's June 27 campsite and at Parting of the Ways.

Coordination of preservation and interpretive efforts with the coinciding segment of the Oregon National Historic Trail.

Obtaining appropriate interests to make the following private lands a part of the segment:

Site 11-7, Little Sandy Station, Wyoming is the second of three parcels recommended for acquisition. Approximately 160 acres should be acquired to provide trail continuity and historic interpretation. See Dry Sandy Sheet 3 of 3, page 61.

Potential implementing actions include:

Incorporating specific measures in the Big Sandy Planning Unit Management Framework Plan for the Bureau of Land Management Rock Springs District's Big Sandy Resource Area to manage use and classify Trail conditions of the segment, preserve Trail ruts and provide interpretation.

Withdrawing appropriate lands in the segment from mineral entry, including the vicinity of the Parting of the Ways.

Marking an Off Road Vehicle route through the segment, or indicating such a route on appropriate maps available to the public.

Installing other appropriate Trail markers and interpretive devices.

LOMBARD FERRY

ORIENTATION

The emphasis for this segment is the Mormon Ferry crossing of the Green River. The actual ferry site is located some 25 miles southwest of Farson, over a County gravel road.

BRIEF HISTORICAL NOTES

From June 30 to July 2, 1847, the Mormons camped on the Green River and floated their wagons across. The enterprising Mormons later established a commercial ferry service at this important river crossing on the Mormon Pioneer and Oregon National Historic Trails.

AUTHORIZED TRAIL
RELOCATED TRAIL
FEDERAL LAND
STATE LAND
PRIVATE LAND
MORMON CAMPING PLACE

HIKING TRAIL
INFORMATION AREA
VIEWING AREA
ORV ROUTE
INTERPRETIVE TRAIL
symbols indicate potential use

LOMBARD FERRY

MORMON PIONEER NATIONAL HISTORIC TRAIL

north

0 ½ 1 MILE

SCALE 1:24000

MAP	80.011
AMP	AUG 81

LOMBARD FERRY INITIAL PROTECTION SEGMENT

DESCRIPTION

This segment begins at a point about 22 miles southwesterly from Farson, Wyoming, at the County road. It extends from the road about 3/4 mile southwesterly to a point where Federal and private lands intersect. From this intersection the segment deviates to cross at a section corner and continues across the Little Colorado Desert southwesterly about 1-1/2 miles, entering the Seedskadee National Wildlife Refuge and crossing ½ mile of the refuge to arrive at:

Site 12-1, Lombard Ferry, Wyoming (T22N;R109W:Sec.18). This site is rated B-1. Named for the Lombard Buttes, west of Green River, the Mormon pioneers built rafts and floated their wagons across the river. Later in 1847, the Mormons built ferryboats and provided a commercial ferry service for travelers on the Mormon-Oregon Trail. The site is located on the 7.5 Min. Thoman School Quad. The area is undeveloped, but there is potential for a hiking trail from the road down to the ferry site. Development and public use of the national wildlife refuge would have to be carefully controlled to avoid conflicts with migratory birds and waterfowl habitat. There may be the possibility for providing an interpretive site along the road at the edge of the refuge, outside the segment. Because of the importance of the ferry crossing to emigrants, it is considered of national significance. The site should continue to be managed by the U. S. Fish and Wildlife Service.

The segment continues across the Green River and then turns southward to the refuge boundary for about ¼ mile, ending at the boundary of lands administered by the Fish and Wildlife Service in T22N;R109W;N½ Sec.18.

Sites 12-2 to 12-5, See non-Federal segments, pages 86-87.

MANAGEMENT POTENTIAL

There is potential in this segment for the following:

A trailhead along the road and about two miles of hiking trail, providing a representative desert hiking experience.

Obtain appropriate interests for access across private lands.

An interpretive display at the ferry site.

An overlook and interpretive display outside the segment along the road.

Coordinating interpretation with the Oregon National Historic Trail.

The opportunity for connecting the segment with the proposed State highway from Farson to State Highway 372.

Potential implementing actions include:

Marking the Trail across the Bureau of Land Management lands and the National Wildlife Refuge.

There would be no further actions to accommodate public use of the Seedskadee National Wildlife Refuge (according to Captain Bonneville, the Green River in Crow Indian language was "Seeds-ke-dee Agie" meaning "Prairie Chicken River") until the Fish and Wildlife Service completes its master plan for the refuge. The above listed potential management and development actions should be considered by the Fish and Wildlife Service in preparing its master plan.

Cooperative agreement between the Bureau of Land Management and the Fish and Wildlife Service to coordinate and complement each agency's management of portions of the segment.

The Bureau of Land Management to incorporate specific measures into the Big Sandy Planning Unit Management Framework Plan for the BLM Rock Springs District's Big Sandy Resource Area for managing use and classifying Trail conditions of the segment, for preservation of Trail ruts, and for providing a trailhead.

BLM negotiation with private landowners for obtaining interests as necessary for access across private lands to provide Trail continuity along the original Trail.

BLM installation of markers, and of interpretive display at the eastern trailhead.

POTENTIAL CERTIFIED PROTECTED SEGMENTS

The sites discussed in this portion of the comprehensive plan are State, local, or privately-owned. These sites are recommended by the planning team and upon agreement by the owners may become Certified Protected Segments of the Mormon Pioneer National Historic Trail. Application must be made by the owner and certification is done by the Secretary (see Appendix D for certification criteria and Appendix E for sample application form).

Section 3(c) of the Act provides that "certified" National Historic Trails must be administered "without expense to the United States." Owners of non-Federal sites using Federal funding assistance for development should thus complete development or otherwise assure that no further Federal assistance is needed before requesting certification.

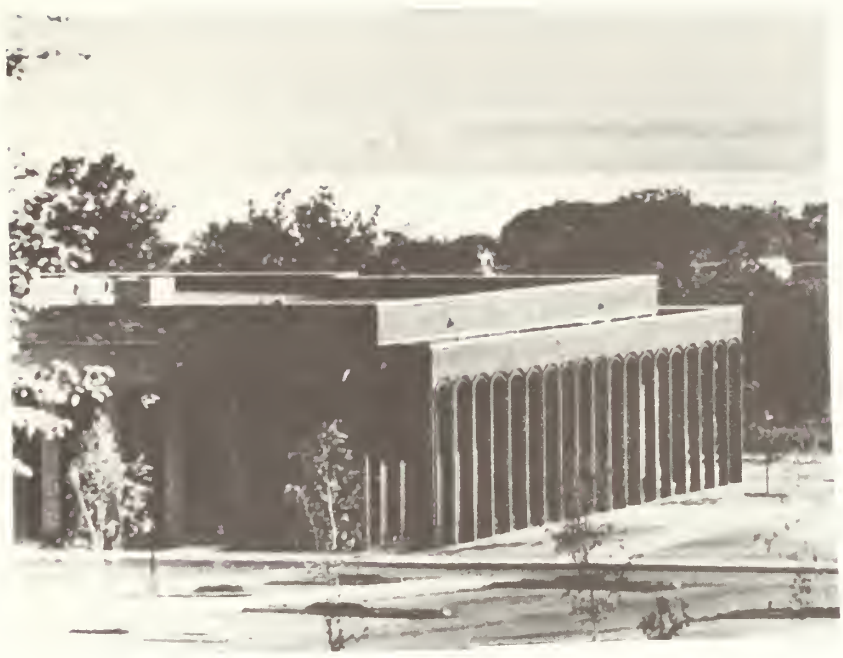
In the case of State or local government-owned sites, such application would be pursuant to a cooperative agreement with the Secretary. In the case of privately-owned sites, the application for certification would constitute the agreement by the landowner as to proper protection and public use of the site. Owners may request certification of other sites and segments that are not listed in this section.

The same priority designations (A-1, etc.) used in the preceding Federal section have been used here for recommended certification.

Certification of protected segments places a responsibility on the site owner for proper stewardship and appropriate use. Inclusion of State and local sites as part of the Trail will serve as strong justification for future funding by State legislatures for operation and maintenance of publicly-owned sites.

The following are sites along the Trail having significant historical or recreational values. Detailed information is provided about each site. The status and planning proposals made by the study team for the protection, interpretation, and development are described.

ILLINOIS



OVERVIEW

The Mormon Pioneer Trails' dramatic start is at Nauvoo, a former Sauk and Fox Indian village located on the east bank of the Mississippi River. Under the leadership of Brigham Young, the original emigrant group launched their exodus February 4, 1846, making the crossing by ferry to the Iowa shore. The ferry landing at Nauvoo is marked by a stone monument and memorial plaque.

SIGNIFICANT HISTORIC SITES ALONG THE MORMON PIONEER TRAIL
In State, Local, or Private Ownership

Site 1-1, Nauvoo National Historic District, Illinois (T6N;R93;Sec.2). This site is rated A-1. It contains 1,100 acres of authentically restored significant homes and shops, including Brigham Young's home. The area is located on 7.5 Min. Nauvoo, Iowa-Illinois Quad. The restored town of Nauvoo contains streets, 18 restored houses, shops, and visitor center. The area has only limited Mormon Pioneer Trail interpretation. There are competitive efforts between State, local, and private interests to interpret the area. This is a nationally significant area, suitable for continued private administration by Nauvoo Restoration, Incorporated.

Site 1-2, Nauvoo State Historic Site (formerly Nauvoo State Park), Illinois (T6N;R9W;Sec.1). Rated A-2, the area contains an original Mormon-built home and a sunstone from one of the pilaters from the Temple. Found on 7.5 Min. Nauvoo, Iowa-Illinois Quad., the site is within the corporate limits of the town of Nauvoo. The 148-acre State property was established in 1948 and provides general recreation facilities. The area could serve as a logical publicly owned trailhead or eastern terminus for the Trail. The area is of state significance and is administered by the Illinois Department of Conservation.

Site 1-3, Reorganized Church of Latter Day Saints Restoration, Illinois (T6N;R9W;Sec.2). The site is rated C-2. The area contains Joseph Smith's home, an interpretive center, and four other restored buildings. The site is on 7.5 Min. Nauvoo, Iowa-Illinois Quad. The site provides one of four interpretive centers in the area. This is of local significance as the group did not participate in the Trail trek. No Trail actions are necessary for this site.

Site 1-4, Ferry Boat Route, Illinois and Iowa (T6N;R9W;Sec.2). The site is rated C-2. The route is a diesel-driven barge-type boat operating on the Mississippi River between the landings in Nauvoo, Illinois, and Montrose, Iowa. The route is located on 7.5 Min. Nauvoo, Iowa-Illinois Quad. The ferry is a commercial enterprise by a private concern operating under a Corps of Engineers permit for interstate travel. The route is of local significance and should continue to be a private operation. Support by the lead agency in the form of a Trail brochure and pamphlet information concerning the time of operation, rates, and other supportive information should be given this operation.

Site 1-5, Nauvoo Landing, Illinois (T6N;R9W;Sec.2). The site is rated B-1. It marks the eastern terminus of the great migration west. It is located on the 7.5 Min. Nauvoo, Iowa-Illinois Quad and is owned by Nauvoo Restoration, Incorporated. A granite marker and bronze plaque and flagpole now commemorate and honor the exodus from Nauvoo of the pioneers. Additional Trail interpretation is planned for this location. This site is of national significance and could serve as a Trail information center operated by private non-profit interests of the Nauvoo Restoration, Inc., if the State fails to develop a public information center.

IOWA

OVERVIEW

The Mormon refugees began their trek to the Missouri River in 1846 from Nauvoo, Illinois. They created a new travel route sometimes referred to as the "Brigham Young Route," so called because he and the Church leadership traveled over the Trail in the spring of that year while leading the first group of refugees across Iowa. The 300-mile route varies from rolling wood-covered terrain in the east to farmsteads and more open fields in the central region to typical prairie aspects in the western portions of Iowa. Very little physical evidence of the actual Trail is found today of the road the Mormons used.

The route essentially commenced at the Sugar Creek Camp, where, on March 1, 1846, the main camp began to roll up the east side of the Des Moines River, forded the river near Bonaparte, then paralleled the southern border of Iowa to the Corydon vicinity. From there, they turned northward across the prairie to near Osceola, then traveled westward to the Council Bluff area and the Missouri River, arriving there on June 13, 1846.

Site 1-6, Montrose Landing, Iowa (T66N;R5W;Sec.10). This site, rated A-1, is where the pioneers landed on the west shore of the Mississippi River during their exodus from Nauvoo in 1846. Located on the 7.5 Min. Nauvoo, Iowa-Illinois Quad, the landing is in the town of Montrose. Alternative locations to interpret the landing could be at either the present Riverview Park in the town itself, or the Linger Longer Rest Area, one mile north of Montrose. Facilities needed include access, parking and wayside exhibit. There may be potential for some acquisition if needed to accommodate such facilities. Both parks are impacted by the Chicago, Burlington and Quincy Railroad track that passes near each of the sites. The landing site is of national significance and is suitable for administration by either the town of Montrose or the Lee County Conservation Board.

Site 1-7. Sugar Creek Camp, Iowa (T66N;R6W;Sec.2). This site, rated C-1, is the first Camp of Israel and is notorious as a place of intense hardships in the spring of 1846. This site is located on the 7.5 Min. Nauvoo, Iowa-Illinois Quad. and is five miles west of the town of Montrose. The exact location is not known but the general area is now being used for farmland. A roadside marker and pullout are needed along the country road. The site is of national significance and is suitable for administration by the Lee County Conservation Board.

Site 1-8, Des Moines River Crossing, Iowa (T68N;R8W;Sec.8). This site, rated A-1, is where the pioneers made their first major river crossing west of the Mississippi River on March 5, 1846. The crossing is shown on the 7.5 Min. Bonaparte, Iowa Quad. and is in the river reach adjacent to the city of Bonaparte. A suitable area on the east side of the river and north of the bridge in the city should be developed as a county or city unit along the Trail. Facilities needed include a river access site, interpretive exhibit, access road, directional signs, parking, and picnic shelter and tables. The area has other historical interests, including ruins of an old mill and river locks. The site is of national significance and suitable for City of Bonaparte administration or by the Lee County Conservation Board.

Site 1-9, Lacey Keosauqua State Park, Iowa (T68N;R10W;Sec.10,11,&12). This site is A-2. The park is the site of a later Mormon Trail river crossing at Ely's Ford. The park is approximately one mile south of the City of Keosauqua on the 7.5 Min. Keosauqua, Iowa Quad. The original pioneer Trail is 1/2 mile south and parallel to the southern park boundary. The Trail needs to be interpreted within the park. Portions of the park are set aside as a wildlife refuge. There are private lands that exist between the original trail and the park itself. Acquisition in this area would increase the opportunity for Trail activity. This site has state significance and is administered by the Iowa Conservation Commission.

Site 1-10, Horse Blessed, Iowa (T68N;R10W;Sec.2). This site, rated C-1, is where the first known example among Mormons of the blessing of a sick animal to restore its health took place. This site is seven miles

northeast of the City of Milton on Indian Creek and is on the 7.5 Min. Cantril, Iowa Quad. The site is presently in private ownership and needs only a marker along the nearest public road. The area is of state significance and needs no other development effort other than the erection and maintenance of the marker by Van Buren County.

Site 2-1, Chariton River Crossing, Iowa (T68N;R17W;Sec.25). This site, rated B-1, was a camp where the Mormon pioneers were reorganized into companies of 100 families which were then subdivided into fifties and tens. This site is about one mile west of the town of Sedan on the 15 Min. Centerville Iowa-Missouri Quad. The historic site has potential for acquisition and development as a river access area, including road access or parking, trailhead location, riverside exhibit structure, picnic tables, and signs. This site is of national significance and suitable for administration by the Appanoose County Conservation Board.

Site 2-2, Come, Come Ye Saints, Iowa (T67N; R20W;Sec.4). Rated C-1, this site on Locust Creek is where on April 13, 1846, William Clayton wrote the words to the now famous Mormon hymn "Come, Come Ye Saints." The site is on the 15 Min. Seymore Iowa-Missouri Quad. The actual location is about four miles southwest of the City of Seymour. The site is under cultivation and in private ownership and needs only an interpretive marker erected on the nearest public road. The City of Corydon has a fine museum detailing the composition of the hymn and other Mormon Trail activities. The site is of national significance and the marker should be erected and maintained by Wayne County.

Site 2-3, Bob White State Park, Iowa (T68N;R22W;Sec.4&9). This site is rated B-2. The area is located on the original pioneer Trail and is suitable to provide support functions for trail retracement purposes. The park is about two miles west of the City of Alberton on the 7.5 Min. Clio, Iowa Quad. A marker is needed to inform the public of Trail activities in the area. The site is of state significance and is administered by the Iowa Conservation Commission.

Site 2-4, Garden Grove, Iowa (T70N;R24W;Sec.27). This site is rated A-1. The grove is historically known as the first place of permanent habitation in the Pottawattamie Indian lands in territorial Iowa. The site is marked by a county park and city park and is on the 7.5 Min. Garden Grove, Iowa Quad. near the City of Garden Grove. The park presently has adequate day use facilities and a granite marker which are being maintained by the Decatur County Conservation Board. The site needs an additional exhibit to orient Trail users to the total Mormon Pioneer National Historic Trail plus adequate directional signs to direct visitors to the site. The site is of national significance and should be continued under present county administration.

Site 2-5, Mt. Pisgah, Iowa (T72N;R28W;Sec.8). This site is rated A-1. The area was maintained as a Mormon Way Station from 1846 to 1852, and at its height had over 2,000 inhabitants. The site is on the 15 Min. Afton, Iowa Quad and is now a county park, located two miles northeast of the town of Talmage. The site has been developed for day use activities. Interpretation includes markers, monuments and signs. Directional signing and access to the site are inadequate. Interpretive

efforts are needed to expand the present exhibits and add information about the entire Trail. This site is of national significance and is administered by the Union County Conservation Board.

Site 2-6, Green Valley State Park, Iowa (T73N;R31W;Sec.26). This site is rated C-2 and is a recreation park area located near the original pioneer Trail that provides both day-use and overnight facilities. The park is four miles north of the City of Creston. There are no 7.5 or 15 minute quad sheets available for this area. The site could provide a stopover place for persons retracing the Trail. A wayside exhibit site and parking area are needed at this park to tell the Trail story. The park is of state significance and is owned and administered by the Iowa Conservation Commission.

Site 3-1, Cold Springs State Park, Iowa (T75N;R37W;Sec.15). This site is rated B-1. The pioneer trail actually traveled through this park. The site is one mile south of the City of Lewis on the 7.5 Min. Lewis, Iowa Quad. The trail needs to be adequately marked through the park and a wayside exhibit or marker erected to tell the Trail's history. A hiking/nature trail to the East Nishnabotna River should be developed. Research is needed to determine where the trail went westward from the park. The site if of state significance and is administered by the Cass County Conservation Board.

Site 3-2, Nishnabotna River Crossing, Iowa (T74N;R40W;Sec.21). This site is rated C-1. The river was mentioned in nearly all the journals and marked the end of the difficult crossing areas in Iowa. The crossing is a mile west of the town of Macedonia. There are no 7.5 or 15 minute quad sheets available for this area. The Olde Town County Park located on Highway G66 would make a good interpretive site and only needs an exhibit or marker to interpret the Trail. The Trail needs to be researched and located in that area. Acquisition may be necessary to incorporate the Trail within the park. The area needs directional signing to guide visitors to the site. The area is of national significance and is owned and administered by the Pottawattamie County Conservation Board.

Site 3-3, Council Bluffs (Kanesville), Iowa (T74N;R43W;Sec.7&8). This site is rated A-1. Kanesville was a community used as a staging point for pioneers enroute to the Rocky Mountains. The enrollment of the historic Mormon Battalion took place here. The site is within the boundary of the City of Council Bluffs and is on the 7.5 Min. Council Bluffs, South, Iowa-Nebraska Quad. This area has been industrialized and impacted through urban growth and expansion. The site is probably not worthy of public acquisition. However, an information center is needed to serve as an entry point to Iowa from the west. It would be appropriate to locate the center at the nearby Lake Manawa State Park and to interpret the site from there. Kanesville is of national significance and no other action is recommended.

Site 3-4, Lake Manawa State Park, Iowa (T74N;R44W;Sec.13&14). This site is rated A-2. This recreation area is located adjacent to both the original pioneer Trail and the established auto route. The park is on the 7.5 Min. Council Bluffs, South, Iowa-Nebraska Quad. It lies one mile south of Interstate 80 and is within the City of Council Bluffs. The park

serves the Greater Omaha-Council Bluffs Metropolitan Area, is of state significance and is administered by the Iowa Conservation Commission. Future State plans call for a portion of the park to be city-administered.

Site 3-5, Mormon Ferry (Missouri River), Iowa and Nebraska (T74N;R44W;Sec.16) This site is rated C-1 and is on the east bank of the river, where the pioneers built a ferryboat in 1846 to cross the Missouri River. This site is three miles west of the small neighborhood park in the town of Manawa, and is located on the 7.5 Min. Omaha South, Nebraska-Iowa Quad. The site has been altered through channel work and interstate bridge construction in the vicinity. The site needs to be researched to verify its original location and the present land use may have potential for revision to accommodate historic purposes. The landing is of national significance and suitable for marking and administration by the Pottawattamie County Board or the City of Council Bluffs.

NEBRASKA

OVERVIEW

The Mormon pioneers crossed the Missouri River to enter the State of Nebraska on June 29, 1846. They established the Mormon settlement of Winter Quarters on the west bank in the then frontier lands of the Omaha Indian Nation.

That summer, advance parties traveled as far as the Elkhorn Loup and Niobrara valleys in quest of desirable wintering sites.

The pioneer trek across the State began from Winter Quarters in April 1847. They assembled first at the "Crossing of the Elkhorn" then later at "Liberty Pole Camp" on the bank of the Platte near Fremont.

The emigrants followed the broad flood plain of the Platte River to Columbus, turned up the Loup Fork to pass Pawnee Mission, then crossed the Loup River near the 98th meridan and returned to the Platte River near Grand Island.

To remain separated from Gentile wagon trains, Brigham Young paralleled the north side of the Platte measuring and recording their travel for future trail guidance. Upon reaching the junction of the North and South Forks of the Platte, they chose to move along the northern branch of the river where, on May 18, they found themselves opposite the camping grounds, "Ash Hollow". Leaving the sand hills, they passed the important geographic points of Chimney Rock, Courthouse Rock, and Scottsbluff. The wagons and pioneers departed the State on May 31 near Henry where they could see the snow of Laramie Peak far in the west.

SIGNIFICANT HISTORIC SITES ALONG THE MORMON PIONEER TRAIL
In State, Local, or Private Ownership

Site 4-1, Winter Quarters, Nebraska (T16N;R13E;Sec.21). This site is rated B-1 and was an important Mormon community and the place where the pioneer party commenced its 1847 travel. It is located in the City of Florence, a suburb of the Greater Omaha Metropolitan Area, and is found on the 7.5 Min. Omaha North, Nebr.-Iowa Quad. The city has erected a marker in their park and the Church of Jesus Christ of Latter-Day Saints has a cemetery, monuments, and a hosting center in Florence. Florence is the oldest city in Nebraska. It is here that the Mormon Pioneer Trail junctions the Lewis and Clark National Historic Trail. The area needs a kiosk or information center to interpret and mark the Trail and to also serve as a point to interpret both historic trails in Nebraska. The site is of national significance and is suitable for administration by the City of Omaha.

Site 4-2, Crossing of the Elkhorn River, Nebraska (T15N;R10E;Sec.15). This site is rated B-1 and is the first major river crossing west of the Missouri River. The crossing is one mile south of the town of Elkhorn and is on the 7.5 Min. Valley, Nebr. Quad. The Trail crossing encompasses both sides of the river but access and development of the site could best be accomplished on the river's west bank where an all weather road is available. Facilities needed include a riverside access point and a wayside exhibit. The east bank area is under cultivation, whereas the west bank has a parklike setting. The site is of national significance and is suggested for administration by Douglas County.

Site 4-3, Liberty Pole Camp, Nebraska (T17N;R8E;Sec.23). This site is rated C-1. It was an important camp where the pioneers were organized in military manner on April 17, 1847. The site is in the City of Fremont at Barnard Park and is located on the 7.5 Min. Fremont East, Nebr. Quad. A Trail monument is presently located in the center of the park along Military Road. The park is presently used for public recreation and is in need of more interpretive facilities. A new marker or wayside exhibit should be established here. The site is of national significance and is being administered by the City of Fremont.

Site 4-4, Fremont Lakes Recreation Area, Nebraska (T17N;R7E;Sec.13). This site is rated B-2 and is a recreation site located along the Trail route that provides Trail support facilities. It is located three miles west of the City of Fremont on the 7.5 Min. Fremont West, Nebr. Quad. There are no present Trail interpretive facilities and the site is a logical

place to install a wayside Trail exhibit. This site is of state significance and is being administered by the State of Nebraska.

Site 5-1, Government Indian Station, Nebraska (T17N;R5W;Sec.36). This site is rated B-1 and the station was the site of government houses and a blacksmith shop that had been burned by the Sioux in 1846. The pioneers obtained both plows and iron from the ruins. This site is located on Council Creek about one mile east of the Merchiston Village on the 7.5 Min. Fullerton N.E., Nebr. Quad. There are no present station remains or evidence of its existence. The site should be acquired and both interpretive and recreational facilities developed. This area is of national significance and suitable for administration by the State of Nebraska.

Site 5-2, Fording of the Loup River, Nebraska (T16N;R5W;Sec.4). This site is rated B-2 and is the location where the pioneers made their second major Nebraska river crossing on April 24, 1847. The site is about five miles east of the City of Fullerton on the 7.5 Min. Merchiston, Nebr. Quad. The area is in private ownership and is presently unmarked and undeveloped. This area needs to be acquired for protection and adequately marked to inform the public of the Loup River's importance to the Trail. The site is of national significance and suitable for administration by Nance County.

Site 5-3, Upper Loup River Ford, Nebraska (T15N;R8W;Sec.14). This site is rated C-2 and was used as a river crossing by later emigrant trains but was avoided by the pioneers because of a nearby Pawnee village. This area crossing is six miles northeast of the village of Palmer on the 7.5 Min. Belgrade SW, Nebr. Quad. The site is in private ownership, access to the area is difficult, and all important Trail values are lost. This site needs only to be marked on the nearest public road. The site is of local significance and the marker should be administered by Nance County.

Site 6-1, First sighting of White Men, Nebraska (T9N;R18W;Sec.31). This site is rated C-1 and is the area where French fur traders returning on the Oregon Trail from Fort Laramie crossed the river and agreed to carry pioneer mail back to Council Bluffs. The area is about three miles southwest of the village of Elm Creek on the 7.5 Min. Elm Creek West, Nebr. Quad. The actual location of the meeting is unconfirmed and is not important to the Trail management, but the event should become part of the Trail auto route and a highway marker and pullout should be developed on US 30 to identify the event. This site is of national significance and is suitable for administration by the State of Nebraska.

Site 6-2, 100th Meridian, Nebraska (T10N;R24W;Sec.12). This site is rated C-1 and is an important topographic point on the trail. The meridian is located on the west side of the City of Cozad and is shown on the 7.5 Min. Cozad, Nebr. Quad. The site is already in public ownership and needs only a marker and pullout to identify the crossing of the longitude by the pioneers. The area is of state significance as it marked entry into the "Great American Desert" and is suitable for administration by the City of Cozad.

Site 6-3, Willow Island, Nebraska (T11N;R24W;Sec.31&32). This site is rated C-1 and is where the wagons on March 5, 1847, were ordered to camp on an island so as to be secured from a large prairie fire. The island is five miles southeast of the City of Gothenburg and is located on the 7.5 Min. Willow Island, Nebr. Quad. The land is in private ownership and needs only to be interpreted with a marker and pullout located on US 30. The area is of local significance and the marker should be erected and maintained by Dawson County.

Site 7-1, Confluence Point, Nebraska (T13N;R30W;Sec.1). This site is rated C-1 and is where the north and south forks of the Platte river join. The junction is five miles east of the City of North Platte on the 7.5 Min. Maxwell SW, Nebr. Quad. This area contains good ruts. At the least, the site should be interpreted with a marker. It is of state significance and adequate for administration by Lincoln County.

Site 7-2, Sand Hills, Nebraska (T14N;R33W;Sec.4). This site is rated A-1. It is one of the very few points where the pioneers had to leave the river to go up and around hills. This particular site is six miles northeast of the City of Sutherland and is located on the 7.5 Min. Hershey West, Nebr. Quad. This is a very pretty section of natural river land that has easy access and should be developed to provide hiking, swimming, camping, etc. These are good examples of ruts at this site. The site is of state significance and adequate for administration by Lincoln County.

Site 7-3, Famous Odometer Start, Nebraska (T14N;R35W;Sec.15). This site is rated B-1 and is where the machinery called a "roadometer" was completed in this camp and placed in use to accurately measure and mark the Trail. The camp was located on the 7.5 Min. Paxton North, Nebr. Quad. about four miles north of the town of Paxton. The exact campsite is unknown and is not necessary for Trail retracement purposes. The general area needs only to be interpreted with a roadside pullout and marker. The site is of national significance and is suited for administration by Keith County.

Site 7-4, Lake Ogallala Recreation Area, Nebraska (T15N;R38W;Sec.3A). This site is rated B-2, and, although the actual Trail location is now covered by a recreation area and forebay reservoir area, the area is developed and would provide support facilities for Trail users. The recreation site is located below Lake McConaughy's Kinsley Dam on the 7.5 Min. Ogallala, Nebr. Quad. This site is important because it offers easy access to the Platte River Valley and the Trail passes through the site. There is need for a wayside exhibit to tell of the Trail's significance and to mark the Trail where it crosses the State property. The site is of state significance and is under the administration of the State Game and Parks Commission.

Site 7-5, Ash Hollow Historic Place, Nebraska (T16N;R42W;Sec.34). This site is rated B-1. The hollow is on the south side of the North Platte River and was noted as the spot where the Oregon Trail struck the river. The Mormon pioneers used the location to determine their position on the Trail. The Ash Hollow Historic Site has been developed by the State and is situated about two miles southeast of Lewellen Village on the

7.5 Min. Ruthton, Nebr. Quad. A marker needs to be placed opposite the historic site along US 26 on the north side of the North Platte River to interpret the Pioneer Trail at this point. The area is of state significance and is suitable for administration by Garden County.

Site 8-1, Indian Lookout Point, Nebraska (T18N;R46W;Sec.19). The point, climbed by several pioneers, is rated A-1 and is a prominent features on the north side of the North Platte River. This site is 14 miles east of the City of Bridgeport near the Morrill-Garden County line on the 7.5 Min. Tar Valley SW, Nebr. Quad. The site is in private ownership and the bluff area needs only to be marked with a roadside pullout and historic marker. The point is of local significance and is suitable for administration by Morrill County.

Site 8-2, Ancient Bluff Ruins, Nebraska (T19N;R47W;Sec.32). This site is rated A-1 and is the most dramatic and extensive bluff formation on the Trail in Nebraska. The site is five miles southeast of the City of Broadwater on the 7.5 Min. Broadwater, Nebr. Quad. The area is unmarked and difficult to find. Samples of trail ruts are found near this site. The site should be acquired and a trailhead, foot trail, and interpretive facilities developed. The site is of national significance and should be administered by the State of Nebraska.

Site 8-3, Rebecca Winters Grave, Nebraska (T22N;R54W;Sec.30). This site is rated B-2. The grave is symbolic of cholera deaths along the Trail and of the hardships of pioneer women. The site is three miles east of Scottsbluff on the north side of the Burlington Railroad. A historical marker and roadside rest have been developed along US 30 near the site. Access to the gravesite needs to be improved and the grave and wayside need to be tied into the Trail through greater expansion of the existing facilities. The area is on the 7.5 Min. Minatare, Nebr. Quad. and is of state significance and should continue to be administered by the State of Nebraska.

WYOMING

OVERVIEW

The pioneers entered Wyoming Territory June 1, 1847, and camped in the vicinity of Fort Laramie (Ft. Williams) where they were joined by the Mississippi Branch of Latter-Day Saints. After conferring with the fort's inhabitants about trail conditions, they forded the North Platte River and continued west following the Oregon Trail to the Casper area where they established the Mormon Ferry to recross the river.

They departed the North Platte to continue overland to the Sweetwater River and Independence Rock. The pioneers then proceeded up that drainage to cross the Continental Divide at South Pass. In the Pacific drainage, they followed the Big Sandy and its tributary to the Green River.

Leaving the Green River Valley in the west, the Trail continued along the Oregon Trail to Fort Bridger, then continued along the Donner-Reed Trail, crossing the Bear River and departed the state in the Needles vicinity.

Site 9-1, Fort Platte, Wyoming (T26N;R64W;Sec.22). This site is rated B-1. The fort ruins were visited and measured by the pioneers. Located on 7.5 Min. Fort Laramie, Wyo. Quad., the site is approximately one mile west of the town of Ft. Laramie on the west bank of the North Platte River. A granite marker and bronze plaque are located on the north side of Highway 160 to designate the site. A new wayside exhibit and adequate parking are needed. The fort site is in present agricultural use and parking along the highway creates a safety problem. The area is of national significance and is suitable for administration by Goshen County.

Site 9-2, See Initial Protection Segment, page 41.

Site 9-3, See Initial Protection Segement, page 41.

Site 9-4, Register Cliff, Wyoming (T26N;R65W;Sec.7). This site is rated B-1. It is a prominent cliff area on the south bank of the North Platte River where Oregon Trail emigrants stopped and carved their names. The site is on the 7.5 Min. Register Cliff, Wyo. Quad. and is situated two miles southeast of Guernsey. The site contains a gravel access road and parking area, interpretive markers, and footpath to ruts. The fence protecting the names is erected too close to the cliffs and allows desecration of the markings. The site is of state significance and both Register Cliff and trail ruts belong to the State and are administered as an historic area.

Site 9-5, Oregon-Mormon Trail Ruts, Wyoming (T26N;R66W;Sec.2). This site is rated B-1 and is a noted and very distinctive Trail feature where deep wagon ruts have been cut into the soft rock. This site is on the 7.5 Min. Guernsey, Wyo. Quad., one mile south of Guernsey. Facilities include road access, parking, hiking trail, benches, and interpretive markers. The markers are related only to the Oregon Trail. The markers should also be redone to tell of the Mormon Pioneer Trail. A hiking trail between Register Cliff and the ruts should be developed. This site is of state significance and is a State-administered area.

Site 9-6, Guernsey Reservoir, Wyoming (T27N;R66W;Sec.various). This site is rated B-2 and the 2,386-acre water surface lake, completed in 1927 by the Bureau of Reclamation, has recreation facilities which are operated by the State of Wyoming. The site is four miles northwest of Guernsey and is shown on the 7.5 Min. Guernsey Reservoir, Wyo. Quad. Facilities are available for camping, picnicking, boating, hiking, horseback riding and field sports. The site contains a museum, power plant, and service residences and building. There is need for Trail interpretive facilities. The lake is drawn down in the middle of the recreation season which reduces much of the water-oriented activities. The area is of state significance and is administered by the Wyoming Recreation Commission as a State park.

Site 9-7, Warm Springs Canyon, Wyoming (T26N;R66W;Sec.4). This site is rated A-1. This site was prominent on the Oregon Trail as the

emigrants' natural laundry tub and was mentioned by the Mormons. It is situated four miles southwest of Guernsey on the 7.5 Min. Guernsey Reservoir, Wyo. Quad. There are no immediate impacts to the area and the area needs only a parking area and interpretive facilities. The site is of local significance and suitable for administration by its present private owner.

Site 9-8, Porter's Rock, Wyoming (T27N;R67W;Sec.27). This site is rated C-1 and it is alleged that Mormon pioneer Porter Rockwell carved his name there in 1847, hence its designation. The site is on the 7.5 Min. Herman Ranch, Wyo. Quad. and is eight miles northwest of Guernsey. The rock is on private ranch land. A small marker along the county road is needed to identify the area. The carvings should be protected. This site is of local significance and should remain in private ownership and protection.

Site 9-9, Heber's Spring, Wyoming (T29N;R68W;Sec.20). This site is rated C-1 and the spring was named after Mormon pioneer Heber C. Kimball who found the spring. Located on 7.5 Min. Sibley Peak, Wyo. Quad., the spring is nine miles southwest of Glendo on Horseshoe Creek. There is some doubt by authorities as to the exact location of this spring. Access to the site is via local ranch roads. Both directional signs and an interpretive sign are needed. This site is of local significance and is suitable for Platte County administration.

Site 9-10, Ayres Natural Bridge, Wyoming (T32N;R73W;Sec.12&21). This site is rated C-1, and, in 1847, some Mormon pioneers visited and described this famous topographic feature. Located 10 miles west of Douglas, this park site is on the 7.5 Min. La Prele Reservoir, Wyo. Quad. Recreation features include picnicking, camping, sanitation and access trail to La Prele Reservoir for fishing. The natural stone arch is formed by the river cutting through a high rocky bluff. The present area is suitable for use as a stop-over point on the Trail which runs one mile north of the park. A marker should be placed both at the park and at the Trail. The site is of state significance and is administered by Converse County.

Site 10-1, Upper Platte Ferry and Ford, Wyoming (T33N;R79W;Sec.7). This site is rated B-1 and is on the 7.5 Min. Casper, Wyo. Quad. In 1847, the Mormon pioneers obtained timber from the nearby mountains to build and operate a ferry across the river for money and provisions. The site is located within the City of Mills at Lat. 42'50'18". The actual site has been impacted with the Izaak Walton Park on the south bank and industrial park on the north bank. A monument to the ferry site has been erected at Fort Caspar about 300 yards south of the crossing. There are some thoughts that the actual ferry crossing was located about four miles further downriver. This downstream site is in a Caspar city park area. The ferry site location needs to be resolved. The area will need access, markers, and a short walking trail. The site is of national significance and suitable for local administration.

Site 10-2, Emigrant Gap, Wyoming (T33N;R81W;Sec.10). This site is rated B-1 and is located on 7.5 Emigrant Gap, Wyo. Quad. The site is a gap in the hills where emigrant wagons left the North Platte River Valley

and started cross-country to the Sweetwater River. Located 12 miles west of Casper, the gap area is rapidly being encroached with housing units.

A roadside turnout and historical marker are needed along with limited land acquisition to protect this site. This site is of local significance suitable for county administration.

Site 10-3, Avenue of Rocks, Wyoming (T32N;R82W;Sec.16). This site is rated B-1 and was a prominent feature mentioned by the Mormon pioneers as the place where the Trail passed between high rocks which formed a gateway or avenue. The site is located on the 7.5 Min. Clarkson, Wyo. Quad., and is 20 air miles southwest of Caspar. A roadside parking area and descriptive marker are needed at this site sometimes called "The Devil's Backbone." This one-quarter mile stretch of Trail has been impacted by both pipeline and road construction which have chipped away at the rocks. The area is of local significance and suitable for administration by the State of Wyoming.

Site 10-4, Willow Springs, Wyoming (T31N;R83W;Sec.9). This site is rated B-1 and was the first good, clear, cool water encountered by the pioneers after leaving the North Platte River. It consequently was a popular camping spot for Mormon trains that followed. The spring is located on the 7.5 Min. Benton Basin NE, Wyo. Quad., and is about 8.5 miles north of Alcova alongside the existing Oregon Trail County Road. The spring and ranch yard comprise approximately ten acres. The ranch is vacant and buildings have deteriorated. A wayside exhibit, plus camping, picnicking, parking, and trailhead facilities, are needed. The site should be developed in conjunction with Prospect Hill (Site 10-5). Acquisition by exchange is recommended. Nomination of the site to the National Register is pending approval. The area is of local significance and should be administered by the State of Wyoming.

Site 10-5, Prospect Hill, Wyoming (T31N;R83N;Sec.8). This site is rated B-1. The site has clearly visible ruts up the eastern slope of Prospect Hill with an almost identical view from the top of the hill as that view which greeted the pioneer company on June 20, 1847. The hill is about one mile from the foot to the top and was considered by the pioneers as having a pretty steep ascent. The site is on the 7.5 Min. Benton Basin NE, Wyo. Quad., and is adjacent to Willow Springs (Site 10-4). Approximately 1,000 acres are needed to preserve the existing rut remnants. Interpretive markers and Trail facilities are needed. Road maintenance and rut protection are problems that will result from increased visitor use. Acquisition of interest in the land will require lease, land exchanges or purchase. The area is of national significance and suitable for administration by the State of Wyoming.

Site 10-6, Pathfinder Reservoir, Wyoming (T30N;R85W;Sec.various). This site is rated C-2, and the dam is one of the oldest structures built by the Bureau of Reclamation. It is located on the 7.5 Min. Sanford Ranch, Wyo. Quad. The 22,600-acre water surface lake and adjacent lands near the dam are administered as a county park by Natrona County. Day use and overnight park facilities are provided in support of boating and other water-oriented activities. The U.S. Fish and Wildlife Service administers Pathfinder National Wildlife Refuge, which is located in the upper reaches

of the reservoir. The Mormon Pioneer Trail crosses about one mile of Federal lands on the northwest side of the refuge. Other than Trail right-of-way and markers, no other facilities are needed. This Trail section is of state significance and is suitable for administration by the State of Wyoming.

Site 10-7, Independence Rock, Wyoming (T29N;R86W;Sec.9). This site is rated A-1 and is an important major landmark on the Trail. Many old names are carved on this "Register of the Desert," which extends 1,900 feet in length, 700 feet in width, and rises 128 feet above the valley floor. The site is located on the 7.5 Min. Independence Rock, Wyo. Quad., and is administered by the Wyoming Recreation Commission as a State Historic Site. Present facilities include access road, parking, interpretive markers, and protective fence. This site should provide hiking trails, better interpretation and increased protection measures. The rock could become the logical eastern trailhead for the established Independence Rock Initial Protection Segment. This area is of national significance and is administered by the State.

Sites 10-8 and 10-9, See Initial Protection Segment, page 45.

Sites 10-10 and 10-11, See Initial Protection Segment, page 49.

Site 11-1, Ice Slough, Wyoming (T30N;R39W;Sec.32). This site is rated B-1. Ice Slough was a pioneer ice source. This phenomenon was noted by Clayton and many others who passed where pure ice could be obtained by digging below the spring. It is about 31 miles westerly from Three Forks, Wyoming, via U.S. 287 and is on the 7.5 Min. Myers Ranch Quad. The spring itself is privately owned but the State of Wyoming maintains a parking pulloff and an interpretive sign explaining the historic use of the spring. The site is of state significance. The interpretive sign should continue to be administered by the State. The sign would be suitable for affixing the Trail logo to it.

Site 11-2, Willie's Handcart Disaster Site, Wyoming (T29N;R99W;Sec.35). This site is rated B-2 because it is the disaster site on Rock Creek where 77 Mormons, in 1856, perished due to an early snowstorm. It is located on the 7.5 Min. Radium Springs, Wyo. Quad. The site is on private property and a stone marker and bronze plaque, dated June 23, 1933, has been installed by the Utah Pioneer Trails and Landmark Association to mark the burial site. Adequate road directional signs to the cemetery are needed. The site is of national significance and is in private ownership.

Site 11-3, Burnt Ranch, Wyoming (T28N;R100W;Sec.26,NE¼ NE¼). This site is rated C-2. This area was an important place for communicating with the Mormon community at Salt Lake City; it was a Mormon Mail Station. The area is the location of the ninth and final crossing of the Sweetwater River by the pioneers. The Lander Cutoff of the Oregon Trail connects here, and there are graves nearby important to the Oregon National Historic Trail. The site is about ten miles due east of South Pass and is shown on the Atlantic City Quad. Facilities include road access from the north via South Pass City and by a ranch road from the south. There is no connection between the two roads across the river. There is potential for a trailhead here and the opportunity for visitors to

ford the river just as the pioneers did. There is the future possibility of further connection with the trail easterly to Ice Slough if public access can be gained across private lands. For now, Burnt Ranch offers the potential of an eastern terminus for a 10 to 15 mile hiking or horseback route, and could be marked as such. The area is of medium significance as far as the Mormon Pioneer National Historic Trail is concerned, but has greater significance for the Oregon National Historic Trail. For that reason, it has national significance. It is now privately owned but has the potential for acquisition by exchange. The present owner has approached BLM for such a proposal. The site has been nominated to the National Register of Historic Places.

Site 11-4, See Initial Protection Segment, page 56.

Site 11-5, Pacific Springs, Wyoming (T27N;R102W;Sec.1). The site is rated A-1. This was the first water the pioneers encountered upon arriving on the Pacific Slope. It was an important stoping place for later emigrant trains, and the Mormons also established a station there. The site is just east of Highway 28 and is on the Pacific Springs Quad. There is opportunity for marking the Trail and for interpretive signing here, particularly for the Oregon National Historic Trail. Because of its importance to the wagon trains, the Springs area is considered of national significance. The area is privately owned; thus, there is the potential for acquisition by exchange to obtain appropriate land interests and to manage the site, or for private land owners to participate in the Trail effort via the certification procedures.

Site 11-6, See Initial Protection Segment, page 62.

Site 11-7, Little Sandy Station, Wyoming (T26N,R105W;Sec.28). This site is rated A-1. Here the Mormon pioneers camped on the banks of Little Sandy Creek, June 28, 1847, and met Jim Bridger who gave the pioneers valuable advice on the route ahead and his opinions concerning lands suitable for settlement. The site is found on the 7.5 Min. Eden Reservoir Quad. There is potential for an interpretive display here telling the story of the historic meeting between the pioneers and Bridger. Because of the importance of this meeting to the pioneers' decisions on where they wanted to go, it is considered of national significance. The area is privately owned. It has the potential, however, for the Bureau of Land Management to obtain appropriate interests in order to interpret and manage the site.

Site 12-1, See Initial Protection Segment, page 66.

Site 12-2, Church Butte, Wyoming (T18N;R113W;Sec.25). This site is rated A-1 and later became a prominent landmark on the Mormon Pioneer Trail, but was not mentioned by the pioneers. It is located on the 7.5 Min. Church Butte, Wyo. Quad., and is 15 miles northeast of Lyman. This large, sandy butte is often referred to as Solomon Temple due to its large temple-like shape and verdant, eroded walls, capped by a flattop mesa. A roadside turnoff and interpretive marker are needed. An oil pipeline right-of-way crosses just to the east of the site and a pumphouse is located just southeast of the monument. Old US-30S highway, which was a major highway near the site prior to construction of Interstate 80,

is now in disrepair and appears relegated to use as a ranch road. The site is of State significance and suitable for administration by the State or county.

Site 12-3, Bridger Trading Post, Wyoming (T16N;R115W;Sec.33). This site is rated A-1, and is notable as one of three settlements on the Mormon Pioneer Trail at the time of the pioneer journey. The fort was composed of two double log houses about 40 feet long each and joined by a pen for horses. The site is located on the 7.5 Min. Fort Bridger, Wyo. Quad. The post was later reconstructed as a military fort and is now a part of the town of Fort Bridger. This area is very important in both emigrant and military history. The area already has quite a bit of development and interpretation. There is the need now to develop specific Mormon Pioneer Trail interpretation and to provide a foot trail to interest points adjacent to this fort. This site is of national significance and is already State-owned and administered.

Site 12-4, Bear River Crossing, Wyoming (T14N;R119W;Sec.29). This site is rated B-1 and is the last major river crossing in Wyoming. The crossing site is on the 7.5 Min. Mills, Wyo. Quad., and is 10 miles south of Evanston. US 89, an all-weather highway, and bridge are located near the crossing area and a historic marker related to Bear Town is located on the east side of the river. A marker specifically for the Trail and a roadside pullout are needed at this crossing site. The site has been disturbed by the location of the US 89 bridge and by the relocation of the junction to the Altamont county road. Altamont, located 5 miles east of the Bear River crossing, marked the highest point of the entire Trail at 7,756 foot elevation. The site is of state significance and suitable for administration by either the State or Uinta County.

Site 12-5, The Needles, Wyoming (T14N;R121W;Sec.23&26). This site is rated A-1, and is a prominent landmark on the Trail near the Wyoming-Utah boundary where Brigham Young came down with a violent attack of sickness suspected as mountain fever. Located on the 7.5 Min. Wahsatch, Utah-Wyo. Quad., the site is about 8 miles southwest of Evanston on Coyote Creek. Facilities needed include access right-of-way, parking area, and interpretive marker. This general region has high potential for energy exploration and development. Existing historical values are in danger of being subverted or lost due to the energy activity. This site is of state significance and is suitable for State administration.

UTAH

OVERVIEW

The long plains crossing accomplished, the pioneers now began their last but most important leg of the journey--crossing the rugged Wasatch Mountains. They entered the State on July 12, almost three months after leaving Winter Quarters on the Missouri.

Brigham Young's pioneers, after passing Cache Cave, proceeded down the precipitous Echo Canyon, followed the Weber River north to Henefer, then turned away from the river and up Main Canyon to Hogback Summit. At the summit they had their first real view of the Wasatch country. They continued along the Donner-Reed route descending to East Canyon, then south along the creek to Mormon Flats. Here they turned west following Little Emigration Canyon to the bald and rocky crest of Big Mountain Pass. They rough-locked their wagon wheels for a straight-down descent to Mountain Dell Canyon where they took a southerly direction as far as the later established Camp Grant. At this point, the wagon route swings west over the dividing ridge of Little Mountain Summit, the last summit on the long Trail, and to a sharp descent to Emigration Canyon. The final travel was on the short but treacherous winding and narrow canyon floor to "This is the Place." The pioneer company scouts first reached the

Salt Lake Valley on July 21, 1847, the main body on July 22, and their leader, Brigham Young, due to illness, followed the main body two days later.

SIGNIFICANT HISTORIC SITES ALONG THE MORMON PIONEER TRAIL
In State, Local, or Private Ownership

Site 13-1, Cache Cave, Utah (T5N;R7E;Sec.23). This site is rated as A-1 and was the first major campsite for emigrants entering Utah. It is located on 7.5 Min. Wahsatch, Utah-Wyo. Quad. The site is approximately four miles north and one mile west of Castle Rock. The cave is about thirty feet long, fifteen feet wide, and from four to six feet high. The site is privately owned. Access to the area is restricted and Meadow Basin, situated just below the cave, is being explored for energy purposes. Right-of-way to the cave and ownership around the cave have potential for public use and development. The area is of national significance and suitable for State of Utah administration.

Site 13-2, Echo Canyon, Utah (T3&4N;R5,6&7E,Sec.various). This site is rated B-1. The pioneers passed through about 16 miles of this long narrow gorge and were impressed with its peculiar echo from which it derived its name. The canyon is located on 7.5 Min. Shearing Corral, Castle Rock, Heiners Creek, Henefer, and Coalville, Utah Quads. The canyon mouth is five miles south of Henefer. The length of the canyon is traversed by Interstate 80, Union Pacific tracks, and Old US-30S. The Trail is undefinable because of the development of transportation systems in the canyon. The site is of state significance. There is a need for interpretive and day use facilities at interest points in the canyon. The canyon is administered by the State of Utah.

Site 13-3, Weber River Crossing, Utah (T3N;R4E;Sec.10). This site is rated B-1 and it represents the only major river crossing by the pioneers in Utah. It is located on 7.5 Min. Henefer, Utah Quad. The site is about one-half mile south of Henefer. There are trail ruts in this vicinity. The exact location of the ford is unknown and the general area is in private ownership and used as pasture lands. About five acres are required to provide access to the site and to develop interpretive facilities. This site is of local significance and is suitable for county or town of Henefer administration.

Site 13-4, East Canyon Reservoir, Utah (T2N;R3E;Sec.various). This site is rated B-2. The Trail in this area is now flooded by the reservoir. The site could provide recreation support for Trail users. It is on the East Canyon Reservoir, Utah Quad. The reservoir is 8 miles southwest of Henefer. The 267 land and 681 water surface acres were developed in 1896 for irrigation purposes by private irrigators. The State of Utah administers the East Canyon Lake State Recreation Area under lease to provide fishing, boating, picnicking, camping and snowmobile activities. The recreation facilities need to be expanded. Interpretive facilities are needed and should be located within the State-administered area. This area is of state significance and should remain under State of Utah administration.

Site 13-5, Little Emigration Canyon, Utah (T1N;R3E;Sec.Various). This site is rated B-1 and is where the Trail passed up the Canyon. It now offers the only pristine portion of the Trail route in Utah. It is located on the 7.5 Min. Big Dutch Hollow, Utah Quad. The canyon is four miles in length and connects Mormon Flats on the east with Big Mountain Pass on the west. Equestrian and pedestrian trails are needed along with a trailhead, parking, and other support facilities. This area is of national significance and is owned and administered by the State of Utah.

Site 13-6, Big Mountain Pass, Utah (T1N;R3E;Sec.7). This site is rated A-1. At 7,420 feet elevation, it is the third highest point on the entire Trail. The site is located on the 7.5 Min. Mountain Dell, Utah Quad. The site is 10 air miles northeast of Salt Lake City. The pass serves as the boundary line between Salt Lake and Morgan Counties and is near the Wasatch National Forest. A radio transmitting facility and grounds are located at the pass and US 65, a blacktopped highway, cuts through the pass. An existing gravel parking area at the pass is used by sightseers. Winter access and road maintenance are problems. The State proposes to develop a lookout tower, parking, picnicking, camping and interpretive facilities at the pass. Big Mountain is of national significance. Ownership is by the State of Utah and Salt Lake City. This site is suitable for administration by the State of Utah.

Site 13-7, Little Mountain Summit, Utah (T1N;R2E;Sec.34). This site is rated B-1 and is the last summit the pioneers had to cross on their long trek. It is located on 7.5 Min. Mountain Dell, Utah Quad. The site is about five miles northeast of Salt Lake City and the summit at 6,227 feet elevation is considered as the entry point to Emigration Canyon. A turnout parking area and a marker are needed at the pass; facilities can be developed within the existing highway right-of-way. There is an existing pipeline that crosses the Trail in this area. The site is of national significance. Administration is suitable for Salt Lake County.

Site 13-8, Emigration Canyon, Utah (T1N&1S;R1E&2E;Sec.Various). This site is rated C-1. The canyon represented some of the most difficult terrain of the entire journey. The site is located on 7.5 Min. Mountain Dell, Utah Quad. The mouth of the canyon is within the Salt Lake City limits. The canyon is now a choice and heavily developed residential area. The Trail should be marked through the canyon and a marker placed along the existing highway. The State has ownership of property near the western end of the canyon that is suitable for a marker location. The canyon is of state significance and administration should be by either the State of Utah or Salt Lake County.

Site 13-9, Last Camp, Utah (T1N;R2E;Sec.33). This site is rated A-1 and was the last camping spot of the pioneers before entering the Salt Lake Valley. The camp is located on the 7.5 Min. Mountain Dell, Utah Quad. and is about six miles northeast of Salt Lake City in Emigration Canyon. A small roadside turnout and granite marker have been located at the camp. This site needs a suitable turnout, the marker replaced with a shelter and descriptive material added to enhance a self-guided tour route. The site is publicly owned and is of national significance but should be administered by the State of Utah or Salt Lake County.

Site 13-10, Donner Hill, Utah (T1S;R1E;Sec.11). This site is rated B-2. The site is the location of the Donner-Reed party's time-consuming climb out of Emigration Canyon in 1846. The area is on the 7.5 Min. Fort Douglas, Utah Quad. and is about one mile northeast of Salt Lake City near the west entrance to Emigration Canyon. The site is marked with a monument and plaque at a roadside turnout. The top of the hill has been developed for a transmission (radio-telephone) facility. The turnout area needs to be improved by adding blacktop parking and providing Trail interpretation features. The area is of local significance and is suitable for administration by Salt Lake County.

Site 13-11, This is the Place, Utah (T1N;R1E;Sec.11). This site is rated A-1. The site is located within the Pioneer Trail State Park and marks the spot where Woodruff's carriage paused on July 24, 1847, and Brigham Young observed the Great Salt Lake Valley. The park is shown on the 7.5 Min. Fort Douglas, Utah Quad. and is within the Salt Lake City limits. The monument was done by Mahonri Young and erected in the centennial year 1947 to commemorate the anniversary of the Mormon pioneers' arrival in the Valley. The park should be established as the western terminus of the Trail. The area is of national significance and is owned and administered by the State of Utah, Division of Parks and Recreation.

MARKING PROCESS

INTRODUCTION

The following fulfills section 5(f)(2) of the National Trails System Act. That section requires the comprehensive plan for the Mormon Pioneer National Historic Trail to include an identification of the process to be followed by the Secretary in marking the Trail according to the requirements of section 7(c) of the Act.

Section 7(c) marking requirements state:

> "Where a national historic trail follows existing public roads, developed rights-of-way or waterways, and similar features of man's nonhistorically related development, approximating the original location of a historic route, and where a national historic trail parallels an existing public road, such road may be marked to commemorate the historic route * * *.
>
> "The Secretary of the Interior * * * in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker, including thereon an appropriate and distinctive symbol for each national recreation, national scenic,and national historic trail. Where the trails cross lands administered by Federal agencies such markers shall be erected at appropriate points along the trails and maintained by the Federal agency administering the trail in accordance with standards established by the appropriate Secretary and where the trails cross non-Federal lands, in accordance with written cooperative agreements, the appropriate Secretary shall provide such uniform markers to cooperating agencies and shall require such agencies to erect and maintain them in accordance with the standards established."

Additionally, section 6 of the Act states:

> "Connecting or side trails within park, forest, and other recreation areas administered by the Secretary of the Interior * * * may be established, designated, and marked as components of a national recreation, national scenic or national historic trail. When no Federal land acquisition is involved, connecting or side trails may be located across lands administered by interstate, State, or local governmental agencies with their consent: Provided, That such trails provide additional points of public access to national recreation, national scenic or national historic trails."

Marking Objectives of the Comprehensive Plan:

1. To mark the Trail with a uniform marker that distinctly identifies the Trail route.

2. To mark the Initial Federal Protection Segments.

3. To mark the Trail along non-Federal segments.

4. To mark a parallel designated highway route.

5. To inform the Congress of the process to be followed for sign erection and maintenance along the route.

Operation:

The directional signs will be placed within the existing right-of-way of Federal, State and local highways and will require no acquisition of private lands. Interstate Routes will be marked only at rest-areas. Similar markers will be placed at existing highway rest areas, developed historic sites, State parks, and similar areas already under the control of land-managing agencies. This will avoid any new development and will minimize the problems of littering and vandalism as these areas are already policed and patrolled. All signs will be designed, placed and maintained in accordance with the Manual on Uniform Traffic Control Devices, which states:

> "Except on the Interstate System, Trail marker signs may be erected when they have been approved by and are under the control of the State highway organization. Control of such markers by a county or city highway department is also satisfactory. The installation must be consistent with highway safety practices and with practices governing signs of this general nature."

The Secretary of the Interior, through the National Park Service, will make these markers available to Federal, State, or county agencies upon application by those agencies. The National Park Service will solicit such applications. Erection, maintenance, and replacement of signs will be the responsibility of the States and appropriate managing agencies pursuant to cooperative agreements or memoranda of understanding with the Secretary, acting through the National Park Service. Although the placement and maintenance will not involve direct Federal assistance, such activities will comply with all Federal Highway Administration rules, regulations, and procedures.

States are responsible for choosing any of the following alternatives for erection of their Trail symbol signs:

1. A state may erect the initial set of primary and secondary signs along routes suggested in this plan using the uniform marker for the Mormon Pioneer National Historic Trail.

2. A state may supplement their existing signs with the uniform marker.

3. A state may replace any existing signs with the uniform marker or replace their signs as existing signs deteriorate and replacement is warranted.

MARKING PROGRAM

The following are considerations used to develop the marking program:

- General route location, appropriate sign design, facility and marker standards, and cooperative agreement requirements.
- Maps showing recreation side trails, connector trails, type of marking (coded) for each site at full plan implementation.
- Chart summared by Interstate, Federal and State routes, schedule for development actions, appropriate level of administration.

MORMON PIONEER NATIONAL HISTORIC TRAIL SYSTEM MARKER

The Advisory Council recommends the historic trail system marker as shown for use on Initial Federal Sites and Segments, and segments certified for inclusion into the Mormon Pioneer National Historic Trail. The buffalo skull in the center of a rounded triangle will be the official logo of the Trail, but the logo can be used in conjunction with other signs or materials as necessary.

The recommended marker conforms to the shape established for Trails within the National Trails System. The symbol is a representation of buffalo skulls encountered by the Mormon Pioneers along the Trail route. The color complies with the Manual on Uniform Traffic Control Devices.

The uniform marker will be available in three sizes. These are 3½", 9", and 18", constructed from .040" and .080" aluminum substrate with a reflective sheeting. The 3½" markers will be utilized as markers for recreation side trails. The 9" markers will be utilized to designate trail heads and/or highway connector routes off the designated highway route. The 18" marker will be used to mark the designated highway route and/or wherever the Trail crosses a major or secondary highway.

Brown on White with Brown Letters

Sizes	Type	Materials
3-1/2"	Trail Marker	.040 gauge steel, "Scotchcal"
9"	Trail Head Marker	.080 gauge steel, "Scotchcal"
18"	Highway Crossing	.080 gauge steel, "Scotchcal"

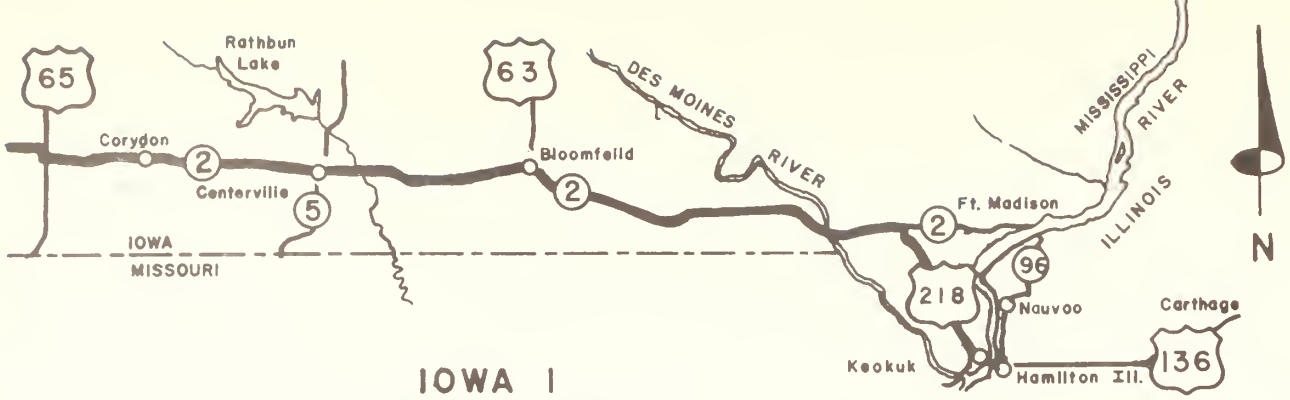
The placing of the Trail markers will be accomplished in the following order of priority:

1. Major U.S. and State highway crossings, all high potential sites or segments, all existing and/or future visitor information centers.

2. County roadways.

3. Selected seasonal routes such as Bureau of Land Management and Fish and Wildlife Service routes where such roadways provide access to or intersect the Trail.

Various alternatives for the marking process and designated highway route were considered in the development of a comprehensive plan. Limited seasonal use, road hazards, and safety considerations were weighed in the various alternatives. The designated highway route chosen closely parallels the Mormon Pioneer National Historic Trail and utilizes primary and secondary paved highways the length of the Trail. The recommended designated highway routes and secondary connector routes are as follows:



IOWA I

DESIGNATED ROUTE

MORMON PIONEER NATIONAL HISTORIC TRAIL

COMPREHENSIVE PLAN

ILLINOIS

DESIGNATED ROUTE FROM NAUVOO

To Hamilton: 12 miles (19 km.) Beginning at the Nauvoo City limits, the route will travel south on State 96 parallel to the east bank of the Mississippi River to junction with US 136 west of Hamilton. The Trail turns west and crosses the Mississippi River to Keokuk, Iowa.

CARTHAGE CONNECTOR ROUTE

Route distance: 11 miles (18 km.) Commencing at Hamilton, Illinois, the route would travel east on US 136 to Carthage and the scene of Joseph Smith's death in the Hancock County jail. Return is by the same route.

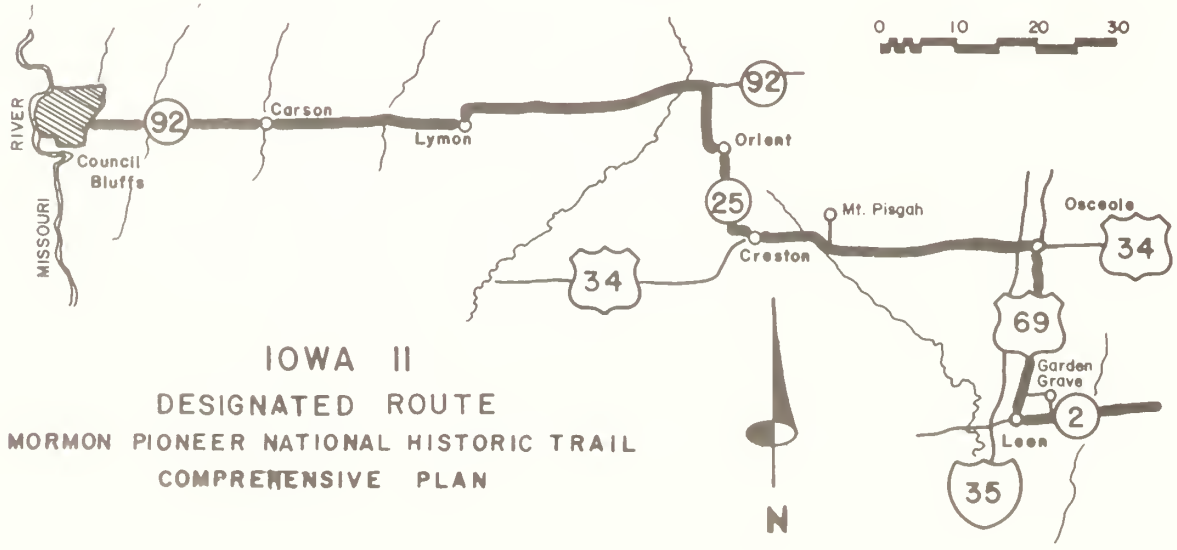
IOWA

DESIGNATED ROUTE FROM KEOKUK

To Leon: 138 miles (222 km.) The route travel north from Keokuk on US 61 to a junction with US 218 west of Montrose, then northwest on US 218 to State 2, then turns west to Leon.

DESIGNATED ROUTE FROM LEON

To Council Bluffs: 290 miles (466 km.) Turning north at Leon, the route follows US 69 to Osceola and junctions with US 34, goes west on US 34 to Creston, north on State 25 to Greenfield, then due west on State 92 to connect with US 275 at Council Bluffs.



IOWA II

DESIGNATED ROUTE

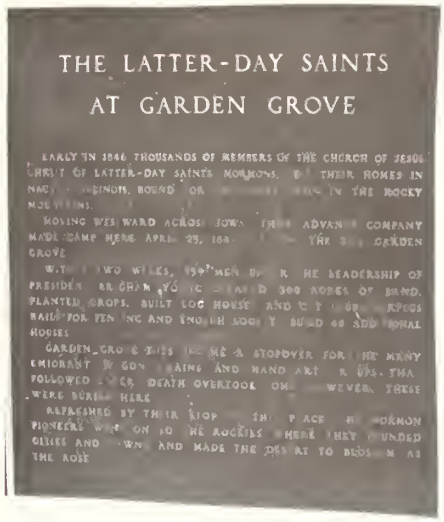
MORMON PIONEER NATIONAL HISTORIC TRAIL

COMPREHENSIVE PLAN

IOWA

GARDEN GROVE CONNECTOR ROUTE

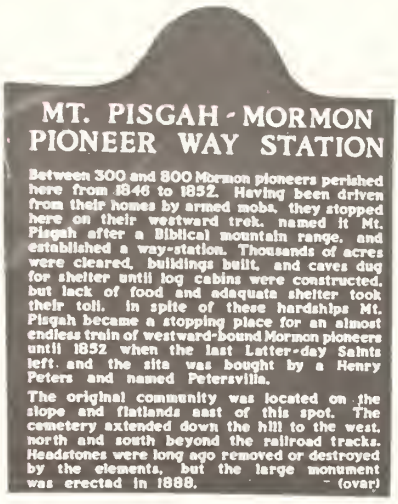
Distance: 14 miles (22 km.)
Starting at junction of State 2 and 204 approximately 8 miles east of Leon, the route goes north 4 miles to the town of Garden Grove and then west 1/2 mile to the Mormon Cemetery, from here the route continues west 9 miles to US 69.



Monument Marker at Trailside Historical Park Near Garden Grove

MT. PISGAH CONNECTOR ROUTE

Distance: 9 miles (15 km.)
From junction of US 34 and US 169 west of Thayer, the route travels north about 3 miles to County Road, then west 2 miles, then south 1/2 mile to the Mormon Cemetery. The return route would go west and south on county roads to the Town of Talmage.


MT. PISGAH - MORMON
PIONEER WAY STATION
Between 300 and 800 Mormon pioneers perished here from 1846 to 1852. Having been driven from their homes by armed mobs, they stopped here on their westward trek, named it Mt. Pisgah after a Biblical mountain range, and established a way-station. Thousands of acres were cleared, buildings built, and caves dug for shelter until log cabins were constructed, but lack of food and adequate shelter took their toll. In spite of these hardships Mt. Pisgah became a stopping place for an almost endless train of westward-bound Mormon pioneers until 1852 when the last Latter-day Saints left, and the site was bought by a Henry Peters and named Petersville.
The original community was located on the slope and flatlands east of this spot. The cemetery extended down the hill to the west, north and south beyond the railroad tracks. Headstones were long ago removed or destroyed by the elements, but the large monument was erected in 1888.
(over)

Marker at Union County Conservation Board Park

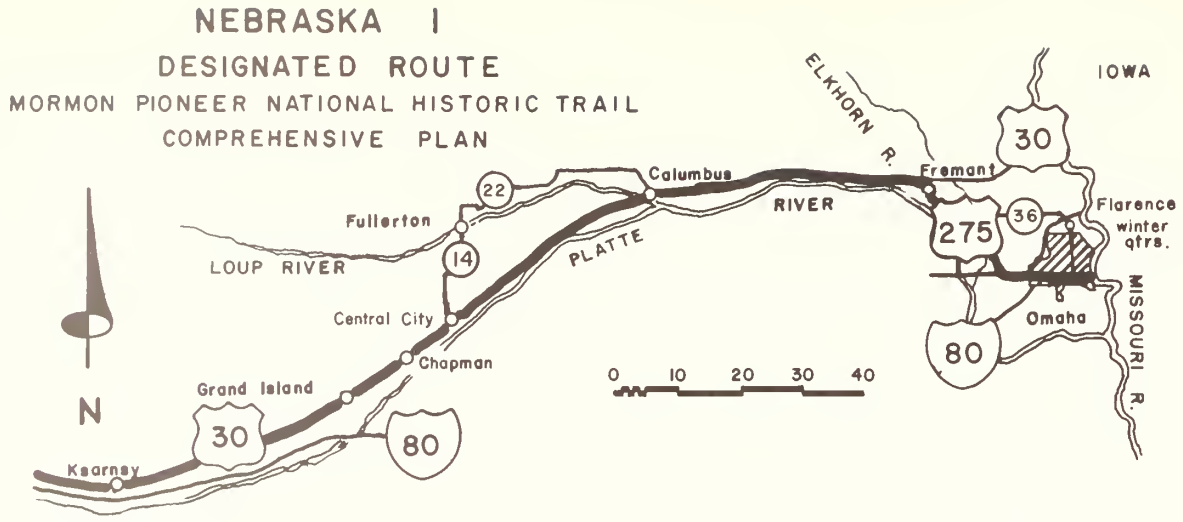
NEBRASKA

DESIGNATED ROUTE FROM OMAHA

To Fremont: 39 miles (62 km.)
Commencing at the west end of the South Omaha Bridge where highway US 275 enters the State, the Trail follows US 275 westward through the urban metropolitan area in the south part of the city, then crossing the Elkhorn River, swings northwest close to the Union Pacific Railroad and the east bank of the Platte River to the City of Fremont.

DESIGNATED ROUTE FROM FREMONT

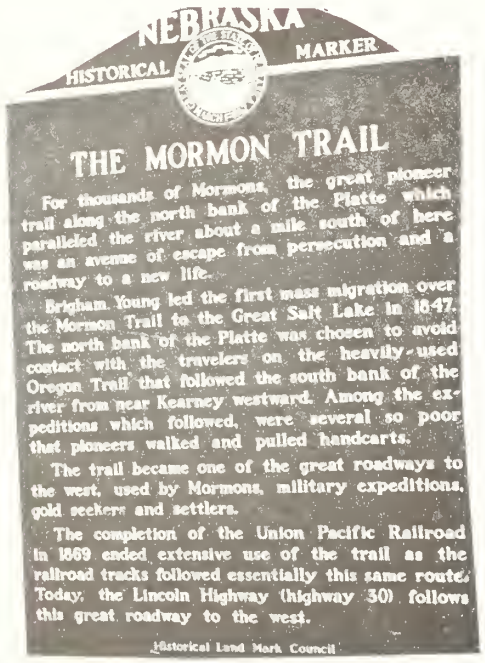
To Columbus: 47 miles (76 km.)
From Fremont, the route would turn west on US 30 generally following along the north bank of the Platte River, passing through the communities of North Bend and Schuyler to Columbus, where the Loup River confluences with the Platte.



NEBRASKA

DESIGNATED ROUTE FROM COLUMBUS

To Grand Island: 66 miles (106 km.) Leaving Columbus, the route crosses south over the Loup River on US 30 and US 81 then forks (right) on US 30 passing up the Platte River Valley southwest to Grand Island. The 40-mile segment of the route between Columbus and Chapman is unrelated to the actual pioneer Trail but does offer continuity of travel through eastern Nebraska.


NEBRASKA
HISTORICAL MARKER
THE MORMON TRAIL
For thousands of Mormons, the great pioneer trail along the north bank of the Platte which paralleled the river about a mile south of here was an avenue of escape from persecution and a roadway to a new life.
Brigham Young led the first mass migration over the Mormon Trail to the Great Salt Lake in 1847. The north bank of the Platte was chosen to avoid contact with the travelers on the heavily-used Oregon Trail that followed the south bank of the river from near Kearney westward. Among the expeditions which followed, were several so poor that pioneers walked and pulled handcarts.
The trail became one of the great roadways to the west, used by Mormons, military expeditions, gold seekers and settlers.
The completion of the Union Pacific Railroad in 1869 ended extensive use of the trail as the railroad tracks followed essentially this same route. Today, the Lincoln Highway (highway 30) follows this great roadway to the west.
Historical Land Mark Council

FLORENCE CONNECTOR ROUTE

Distance: 35 miles (56 km.) Starting at the intersection of Missouri Avenue (US 275) and 13th Street in Omaha, this route extends north along the eastern residential area to Florence (Winter Quarters). The route continues westward on State Highway 36 to rejoin US 275 south of Fremont.

LOUP RIVER CONNECTOR ROUTE

Distance: 53 miles (85 km.) The route starts west from the junction of US 30 and US 81 in Columbus, and follows US 81 then State 22 to Fullerton. The route crosses the Loup River and continues cross-country on State 14 to join US 30 at Central City.

Marker at Mormon Trail Wayside Park
Junction of US 30 and State 92
Northeast of Central City

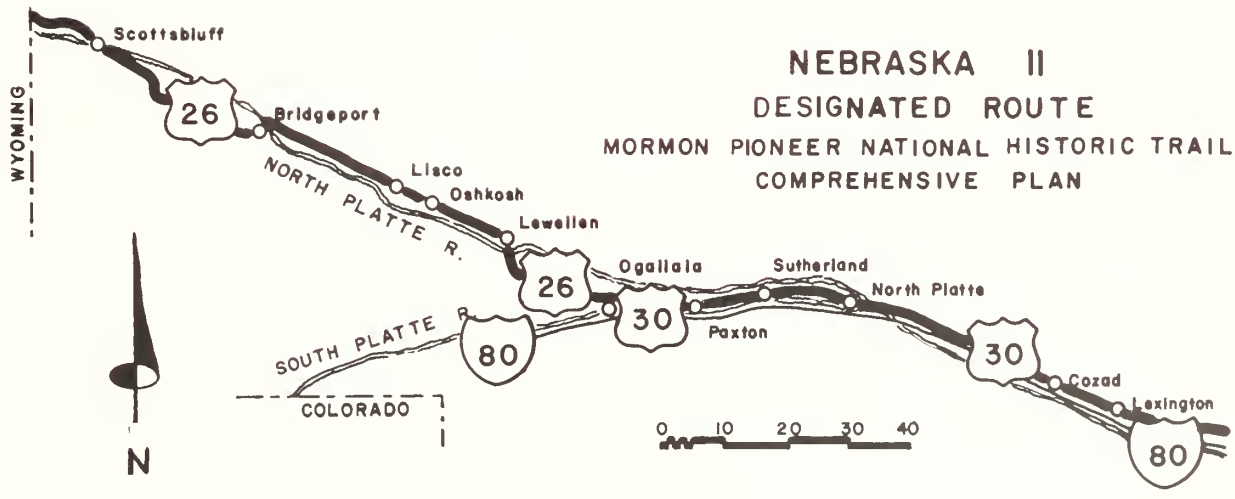
NEBRASKA

DESIGNATED ROUTE FROM GRAND ISLAND

To Ogallala: 195 miles (314 km.) Departing Grand Island on US 30, the route goes west closely following the original Trail and paralleling the Platte River course. At North Platte, the route leaves the main Platte River and continues along the north bank of the North Platte River into Ogallala.

DESIGNATED ROUTE FROM OGALLALA

To Henry: 138 miles (222 km.) Traveling north out of Ogallala on US 26, the route swings west along the south side of Lake McConaughy, crosses the North Platte River at Lewellen, recrosses the river at Bridgeport for a short distance, then returns to the north bank again at Bayard for the remainder of the Trail in Nebraska. The route leaves the state near Henry.



DESIGNATED ROUTE FROM TORRINGTON

To Casper: 142 miles (228 km.)
This route enters the State 8 miles east of Torrington on US 26 and continues along the north side of the North Platte River to Guernsey. Here the route crosses the river and travels west 12 miles to junction with Interstate 25. The remainder of the route to Casper is along I-25.

DESIGNATED ROUTE FROM CASPER

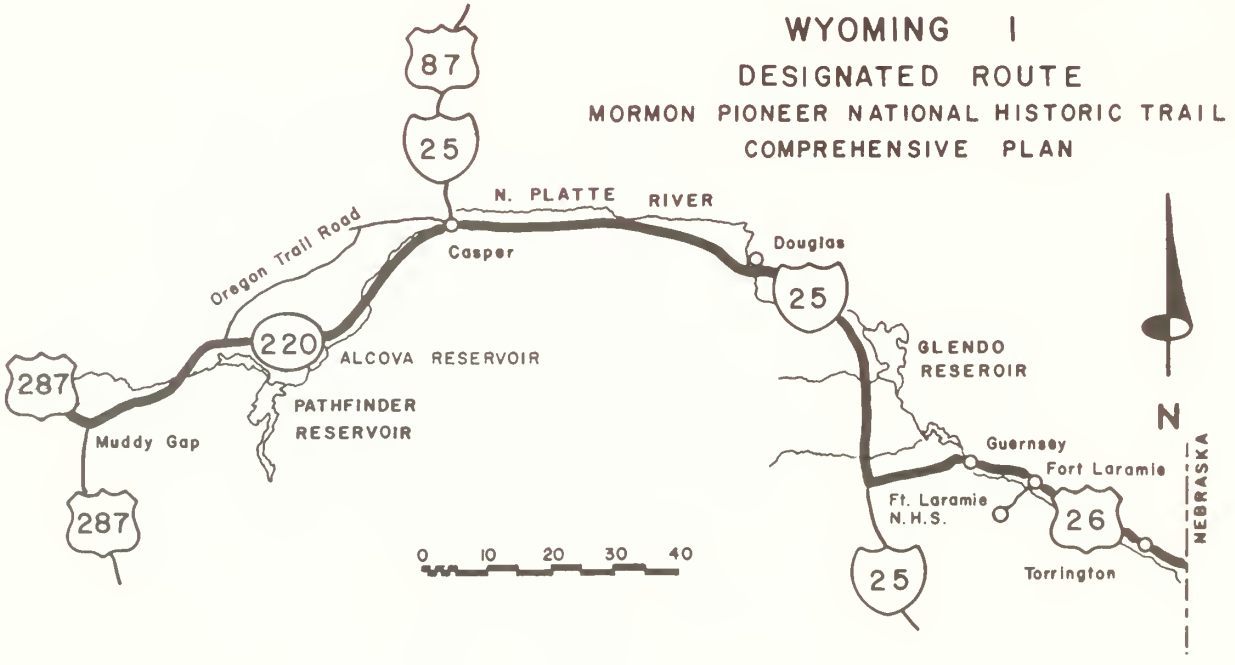
To Muddy Gap: 75 miles (120 km.)
Leaving Casper, the route takes State 220 southwest and passes Alcova and Pathfinder Reservoirs; historic Independence Rock and Devil's Gate to junction with US 287 at Muddy Gap.

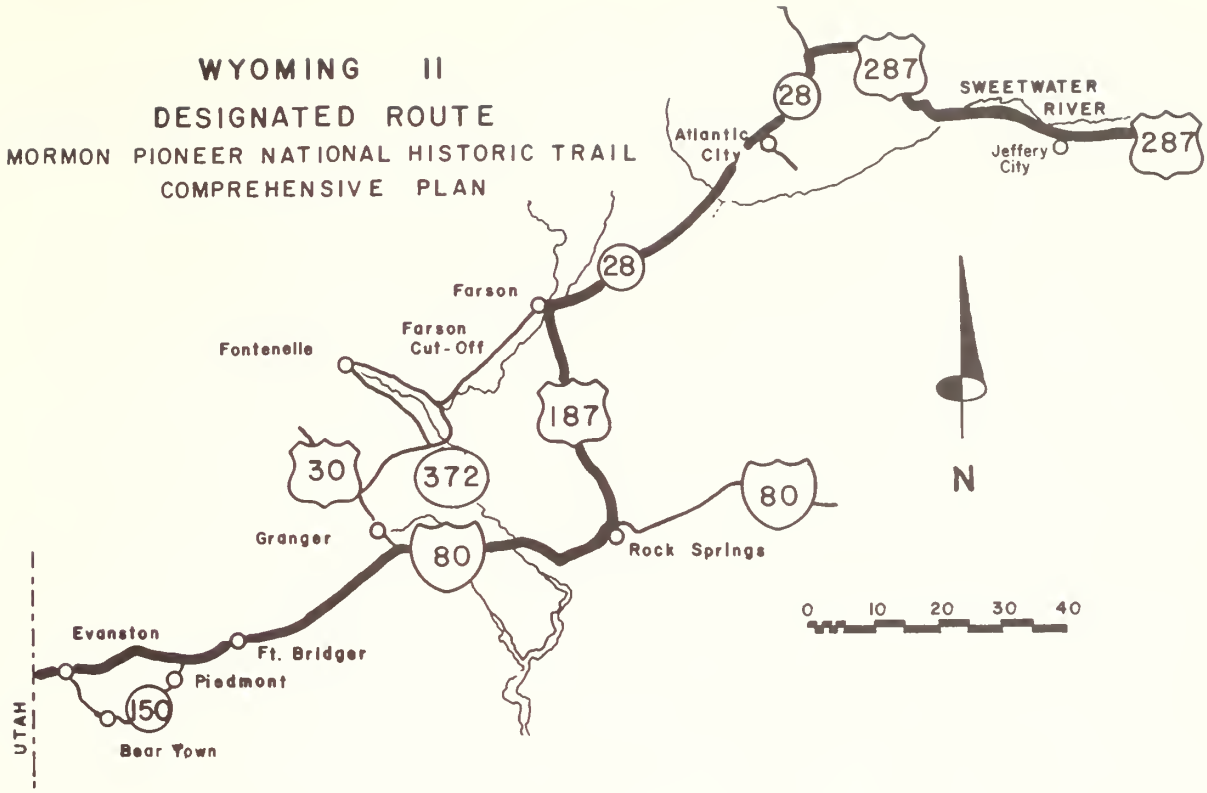
FORT LARAMIE CONNECTOR ROUTE

Distance: 6 miles (10 km.)
At the town of Fort Laramie, the route will go west 3 miles on State 160 to Fort Laramie National Historic Site, then return by the same route to US 26.

OREGON TRAIL CONNECTOR ROUTE

Distance: 37 miles (60 km.)
This route leaves Casper on US 26 and turns west at Mills to follow Poison Spider and Oregon Trail County Roads. The retracement Trail after crossing range country between the Platte and the Sweetwater Rivers, returns to the designated route 8 miles east of Independence Rock.





DESIGNATED ROUTE FROM MUDDY GAP

To Evanston: 309 miles (497 km.)
At the Muddy Gap junction, the route swings northwest up the Sweetwater River valley on US 287 where it joins State 28 just south of Lander. From here, the route goes generally southwest on State 28 to Farson. Leaving the original Trail at Farson, the route goes directly south on US 187 to Rock Springs where it joins Interstate 80. The remainder of the route continues west to the Utah-Wyoming stateline along Interstate 80.

ICE SLOUGH CONNECTOR ROUTE

Distance: 11 miles (18 km.)
Beginning about 1.5 miles west of Ice Slough, this secondary route would generally parallel US 287 west along the original Oregon Trail to the Sweetwater 6th Crossing. The route would then return to the highway via existing ranch roads ending at the Sweetwater Station vicinity.

DRY SANDY CONNECTOR ROUTE

Distance: 23 miles (37 km.)
See Dry Sandy Initial Protection Segment. This route would travel west from the False-Parting-of-the-Way turnout on State 28 and follow the emigrant Trail north of Dry Sandy Creek to the crossing of Little Sandy Creek. The route would then return to State 28 using a county road.

FARSON CUTOFF CONNECTOR ROUTE

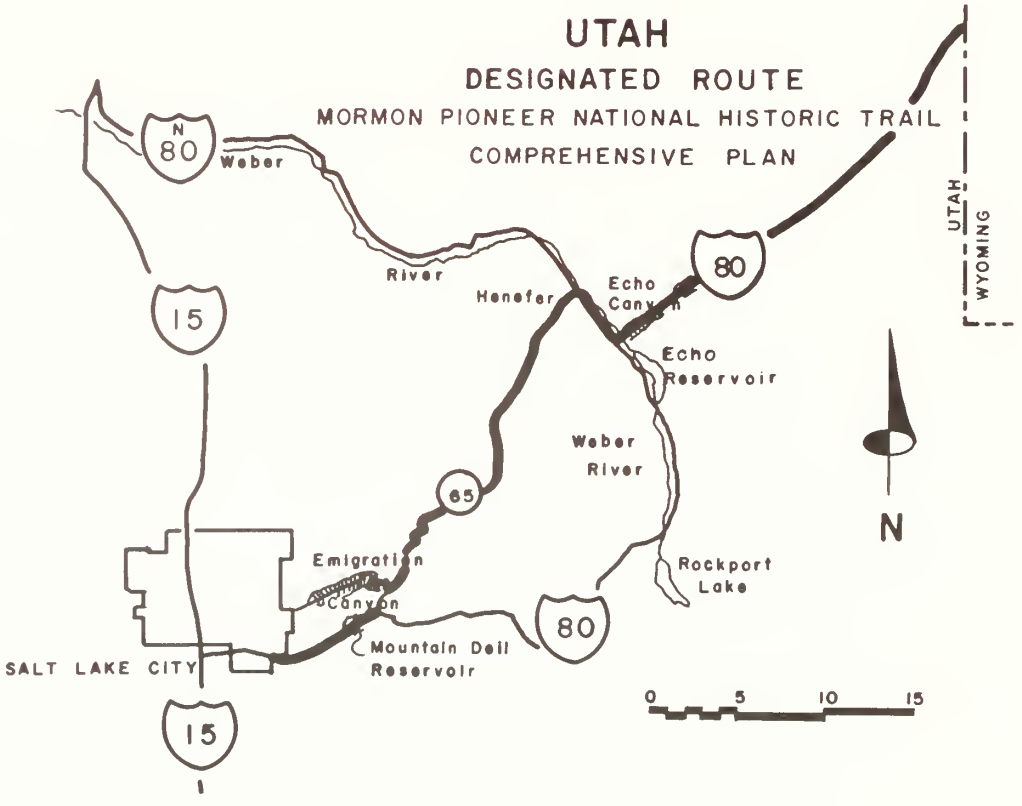
Distance: 30 miles (48 km.)
See Lombard Ferry Initial Protection Segment. Beginning at Farson, this route would follow the Lower Farson Cutoff road to the potential overlook area for the Green River valley and the Lombard Ferry Site. The route could continue on to Fontenelle or return to Farson.

DESIGNATED ROUTE FROM STATELINE

To Salt Lake City: 66 miles (106 km.) Entering Utah on Interstate 80, 2 miles west of Evanston, the route passes through Echo Canyon to join Interstate 80N near the Weber River, then turns north on to Henefer. This segment of the Trail is marked only at the Echo Canyon rest stop. The marked route starts in Henefer and follows west on State 65, a two-lane paved highway known as the "Pioneer Memorial Highway," following that route to the vicinity of Mountain Dell. From that point, the route leaves State 65 and continues south on State 239 to Interstate 80. The last leg of the route to Salt Lake City is along Interstate 80.

EMIGRANT CANYON CONNECTOR ROUTE

Distance: 10 miles (17 km.) The route starts at the junction of State 65 and 239 near Mountain Dell, then goes west on State 65, crosses Little Mountain Summit to the upper end of Emigration Canyon. In the canyon, it passes the historic "Last Camp" site and emerges from the canyon at Pioneer Trail State Park. That marks the end of the Trail.



Trail marking responsibilities for segments recommended by the study team for the 1,624 miles of designated primary auto routes and secondary connector routes are displayed in summary below:

TABLE V - SUMMARY AUTO ROUTES
(in miles)

Segment	Primary Auto Route			Secondary Connector Route	Totals
	Interstate	Federal	State		
Illinois	--	--	12	11	23
Iowa	--	77	213	23	313
Nebraska	--	485	--	88	573
Wyoming	210	171	145	107	633
Utah	39	--	33	10	82
TOTALS	249	733	403	239	1,624
Percent of Totals	15	45	25	15	100

COOPERATIVE AGREEMENTS AND MEMORANDA OF UNDERSTANDING

INTRODUCTION

In accordance with Section 7 of the National Trails System Act, administration, management, and development of the Mormon Pioneer National Historic Trail will be accomplished by virtue of cooperative agreements consummated between the Secretary of the Interior and the various State or local governments or private interests involved. In the case of Federal interests, memoranda of understanding will be established between the Secretary and other Federal Departments; or in the case of other bureaus of the Department of the Interior, between those bureaus and the National Park Service.

Initiating the cooperative agreements and memoranda of understanding is selected as the means to implement the plan. The following tables present details of such agreements and memoranda for each of the managing entities of the Trail. Also included in this section is a sample of a cooperative agreement. All Federal agencies are obligated to develop and protect the Trail as identified in the Plan.

Cooperative agreements will be pursued with the following entities and others as appropriate in regard to the establishment, signing, marking, and maintenance of the Mormon Pioneer National Historic Trail.

FEDERAL AGENCIES National Park Service
Bureau of Land Management
Fish and Wildlife Service
Forest Service

STATES Illinois
Iowa
Nebraska
Wyoming
Utah

URBAN AREAS City of Council Bluffs, Iowa
City of Omaha, Nebraska
City of Casper, Wyoming
City of Salt Lake, Utah

ORGANIZATIONS Church of Jesus Christ of Latter-Day Saints
Nauvoo Restoration, Inc.
Mormon Pioneer Trail Foundation

Table VI — DETAILS OF AGREEMENTS OR MEMORANDA

Parties to Agreements or Memoranda		Issues and What the Parties Would Agree To Do			
		Consultation with Advisory Council	Agreements with Adjoining Landowners	Land Exchange or Acquisition	Rules and Regulations
FEDERAL	Interior National Park Service	Consult with Council on matters relating to the Trail, including transmittal of concerns from managing entities, and returning Council's advice to managing entities.	Initiate agreements with private landowners where State efforts fail to assure adequate protection or public access, pursuant to Sec. 7(e) of the National Trails System Act.	Initiate acquisition procedures by exchange, or purchase with donated funds, high potential private lands within Trail corridor where State efforts fail to assure adequate protection or public access, pursuant to Sec. 7(f) of the Act.	Promulgate such rules and regulations as may be necessary for proper administration and protection of the Trail at Fort Laramie NHS.
	Other Federal (BLM, B/R, FWS, COE)	Convey Trail management concerns to National Park Service for transmittal to Advisory Council.	Seek cooperative agreements with owners of high potential non-Federal lands within Trail corridor where necessary to provide adequate protection or public access to Initial Protection Segments pursuant to Section 7(d) of the Act.	Consider exchange or purchase with donated funds, private lands identified under "Agreements with Adjoining Landowners," where cooperative agreements cannot be consummated, pursuant to Sec. 7(d) of the Act.	Same as above, for other Federal Initial Protection Segments.
State and Local Governments		Same as "Other Federal" above.	Same as "Other Federal" above, for Certified Protection Segments, pursuant to Sec. 7(e) of the Act.	Same as "Other Federal" above except State funds, including Land and Water Conservation Fund monies may be used for acquisition. Authority is Sec. 7 (e) of the Act.	Same as above, for State- or locally-owned Certified Protected Segments.
Private Organizations and Individuals		Same as "Other Federal" above.	N/A for privately-owned Certified Protected Segments.	N/A for privately-owned Certified Protected Segments.	Private owners of Certified Protection Segments to establish such rules as they deem necessary for above purposes.

Table VI — DETAILS OF AGREEMENTS OR MEMORANDA (Continued)

Parties to Agreements or Memoranda		Issues and What the Parties Would Agree To Do			
		Trail R-O-W on Federal Lands	Federal Register Notification	Periodic Consultation	
FEDERAL	Interior National Park Service	Agree with other Federal Agencies on width and location of Trail right-of-way across Federal lands, pursuant to Sec. 7(a) of the Act.	NPS to prepare and assure publication of Trail right-of-way.	Periodically consult with managing entities concerning management of Trail components, including coordination with planning of other conservation programs.	
	Other Federal (BLM, B/R, FWS, COE)	Agree with NPS on Trail width and location as outlined above.	N/A	Periodically consult with NPS as outlined above. Each Agency to establish a primary coordinator for the Trail.	
State and Local Governments		Agree to width and location of Trail right-of-way as identified in the comprehensive plan.	N/A	Same as "Other Federal" above. Establish a primary coordinator for the Trail.	
Private Organizations and Individuals		Same as "State" above.	N/A	Same as "Other Federal" above. Private organizations to designate a primaty coordinator for the Trail.	

Table VI — DETAILS OF AGREEMENTS OR MEMORANDA (Continued)

Parties to Agreements or Memoranda		Issues and What the Parties Would Agree To Do			
		Technical Assistance	Funding	Certification as Protected Segments	Additional Legislative Authority
FEDERAL	Interior National Park Service	Upon request and as funds permit, provide technical assistance to managing entities for planning access, protection, facilities, interpretation, and if necessary, acquisition, for components and segments of the Trail.	Seek funding as appropriate to manage the portion of the Trail within Fort Laramie NHS. Fund initial set of markers for entire Trail. Seek adequate appropriations to carry out administrative oversight and technical assistance responsibilities.	Initiate action upon requests from State, local or private interests for certification of non-Federal lands as Protected Segments of the Trail.	N/A
FEDERAL	Other Federal (BLM, B/R, FWS, COE)	Consider requesting technical assistance as outlined above, possibly from sources other than NPS.	Seek adequate appropriations so as to properly carry out Agency's responsibility for administration and appropriate development of Initial Protection Segments.	N/A for other Federal Agencies.	N/A
State and Local Governments		Same as "Other Federal" above. May provide technical assistance to Federal and private entities upon request.	Same as for "Other Federal" above, including both State and appropriate Federal sources, for administering Certified Protection Segments.	Consider requesting certification of sites and segments identified in the comprehensive plan for the Trail.	Seek such additional State authority as may be required to obligate State funds for management of State-owned rights-of-way, sites, or other lands which receive Federal certification as Protected Segments of the Trail.
Private Organizations and Individuals		Same as "Other Federal" above, or State assistance.	Consider seeking financial assistance from appropriate State or Federal sources, for proper management of privately-owned Certified Protection Segments.	Same as "State" above.	N/A

Table VI — DETAILS OF AGREEMENTS OR MEMORANDA (Continued)

Parties to Agreements or Memoranda	Issues and What the Parties Would Agree To Do			
	Marking the Trail	Administering Components of Trail	Development of Facilities	Provide Access and Interpretation
FEDERAL: Interior — National Park Service	Provide managing entities with initial set of markers and signposts, in accordance with the marking program identified in the comprehensive plan.	Manage portion of Trail passing through Fort Laramie NHS, in keeping with purposes of Trail. Establish a management entity in the NPS for Trail administration and coordination activities.	Any facilities developed at Fort Laramie NHS would be in keeping with the site's General Development Plan.	In keeping with the General Development Plan for Fort Laramie NHS. Prepare, publish and distribute interpretive literature.
FEDERAL: Other Federal (BLM, B/R, FWS, COE)	Erect and maintain markers along retracement route across Initial Protection Segments.	Administer, manage, protect and maintain cultural and natural resources within Initial Protection Segments in accordance with the purposes of the rail.	Consider developing, operating and maintaining visitor facilities as recommended by the Trail's comprehensive plan, or as the individual Agency deems advisable, at each Agency's expense.	Provide appropriate public access and interpretive opportunities for Federally-protected segments at each Agency's expense.
State and Local Governments	Erect markers along designated public roads and/or at State- or locally-owned significant sites. Maintain markers according to Manual of Uniform Traffic Control Devices standards, and at no expense to the Federal Government.	Administer, manage, protect and maintain State- or locally-owned Certified Protected Segments, at no expense to the Federal Government, in accordance with the purposes of the Trail.	Same as for "other Federal" above, but without expense to the Federal Government, except for qualified grant programs.	Same as for "other Federal" above, for certified protected segments, but without expense to the Federal Government, except for qualified grant programs. Encourage proper use of Trail logo.
Private Organizations and Individuals	Erect markers along retracement route across Certified Protection Segments. Maintain markers at no expense to the Federal Government.	Same as State, above, for privately-owned certified protected segments.	Same as for State, above.	Same as for State, above.

S A M P L E
COOPERATIVE AGREEMENT
BETWEEN
U. S. DEPARTMENT OF THE INTERIOR
AND THE
STATE OF _____
CONCERNING THE MORMON PIONEER
NATIONAL HISTORIC TRAIL

This Cooperative Agreement ("Agreement") is entered into by and between the U. S. Department of the Interior ("Interior") and the State of _____("State").

1. Authorities
This Agreement is developed under the following authorities:
A. The National Trails System Act, 16 U.S.C. 1241, et. seq. as amended by the National Parks and Recreation Act of 1978, 92 Stat. 3511. 16 U.S.C. 1244(a)(4)
B. Intergovernmental Cooperation Act of 1968 (42 U.S.C. 4201 et. seq.)

II. Purpose
The purpose of this Agreement is to provide the basis for cooperation between Interior and the State to implement the comprehensive plan for the Mormon Pioneer National Historic Trail.

III. Background
The National Parks and Recreation Act of 1978, 92 Stat. 3511, 16 USC 1244(a) (4) amended the National Trails System Act ("the Act") to establish the Mormon Pioneer National Historic Trail ("the Trail"). The Act places responsibility for administering the Trail with the Secretary of the Interior ("Secretary"). Only Federal lands are to be administered as Initial Protection Segments of the Trail, but the Act authorizes the Secretary to encourage and to assist State, local, or private entities in establishing, administering, and protecting those segments of the trail which cross non-Federally owned lands. In furtherance of that objective the Act provides that cooperative agreements between Interior and cooperating non-Federal agencies may be written for marking the Trail, establishing rights-of-way, and development and maintenance of facilities. Pursuant to the Act, the comprehensive plan for the Trail outlines objectives and practices to be observed in the management of the Trail and identifies six initial protection segments, 75 significant non-Federal areas, procedures for non-Federal certification, and the process to mark the Trail. The Governor of the State of _____ and appropriate State agencies were fully consulted in the preparation and approval of the plan.

IV. Responsibilities
The State will be the primary entity to mark the non-Federal portions of the Trail. Both the State and Interior mutually desire that the Mormon Pioneer National Historic Trail across the State of _____ be appropriately marked, administered and managed so as to accomplish the purposes of the National Trails System Act.

A. The U.S. Department of the Interior and the State of _____ mutually agree to:

1. Establish individual coordinators within each administering agency for Trail administration activities.

2. Adopt the Mormon Pioneer National Historic Trail comprehensive plan dated _____, and to manage the Trail's resources as appropriate and feasible.

3. Keep each other informed and to consult periodically on management problems pertaining to the Trail, including consultation with the Mormon Pioneer National Historic Trail Advisory Council, and coordinating Trail management with the planning of programs for other units of the National Trails System, State rivers and trails systems, and other land use programs.

4. Subject to the availability of funds and personnel, provide assistance at the request of either party for the planning and development of facilities, acquisition of land, and the administration of the Trail.

B. Interior agrees to:

1. Designate the National Park Service (NPS) as the Federal Agency to carry out the Department's responsibilities, as appropriate, concerning the Trail.

2. Provide the State of _____ with an initial set of Trail markers and signposts in accordance with the marking program established in the comprehensive plan for the Trail.

3. Publish a notice of the Trail right-of-way in the Federal Register.

C. The State of _____ agrees to:

1. Mark the Mormon Pioneer National Historic Trail with an initial set of markers and signposts furnished by the National Park Service, and marked according to the marking process identified in the comprehensive plan for the Trail.

2. Maintain the Trail markers erected under item C.1., above, according to the standards in the Manual of Uniform Traffic Control Devices and at no expense to the United States.

3. Administer, manage, protect and maintain State-owned segments in accordance with the purposes of the Trail and the comprehensive plan.

4. Develop, operate and maintain public access, recreational and interpretive opportunities, and visitor use facilities in accord with the comprehensive plan.

5. Seek funding from State appropriations and appropriate Federal sources such as the Land and Water Conservation Fund or historic preservation grants, for acquiring, administering, managing, developing, operating and maintaining State-owned segments.

6. Seek such additional State legislative authority as may be required for public use of and to obligate State funds for management of State-owned rights-of-way, sites or other lands in the Trail corridor right-of-way.

7. Promulgate such rules and regulations as may be necessary for proper administration and protection of State-owned segments.

8. Seek cooperative agreements with owners of those private lands within the Trail right-of-way adjoining high potential State-owned segments where necessary to assure adequate protection or public access to the segment.

9. Consider acquiring necessary interests through donation, exchange or purchase of those lands identified in item C.8., above, where cooperative agreements with private landowners cannot be consummated.

V. Non-discrimination

During the performance of this agreement, the cooperators agree to abide by the terms of Executive Order 11246 on non-discrimination and will not discriminate against any person because of race, color, religion, age, sex or national origin. The cooperators will take affirmative action to ensure that applicants are employed without regard to their race, color, religion, age, sex or national origin.

VI. Officials not to benefit

No member of or delegate to Congress, or resident Commissioner, shall be admitted to any share or part of this agreement, or to any benefit that may arise therefrom; but this provision shall not be construed to extend to this agreement if made with a corporation for its general benefit.

VIII. Limitations

Nothing in this Agreement will be construed as limiting or affecting in any way the authority or legal responsibility of the Department of the Interior or of the State to perform beyond the respective authority of each, or to require either party to expend funds in any contract or other obligation for future payment of funds or services in excess of those available or authorized for expenditure.

VII. Amendment

Amendments to this Agreement may be proposed by either party and shall become effective upon written approval by both parties.

IX. Execution

In witness whereof, the parties hereto have executed this agreement as of the last date written below:

_____	_____	_____	_____
Secretary of the Interior	Date	Governor, State of	Date

PART II FINDING OF NO SIGNIFICENT IMPACT

FINDING OF NO SIGNIFICANT IMPACT

MORMON PIONEER NATIONAL HISTORIC TRAIL COMPREHENSIVE PLAN

The Environmental Assessment (EA) for the Mormon Pioneer National Historic Trail Comprehensive Plan is attached as a part of this document. The EA was made available in draft form for public comment during June 1981. This document (A) responds to comments on the EA; (B) identifies the selected alternative; and (C) makes a finding of no significant impact for the selected alternative.

A. Comments received on the EA suggested that (1) there should be ready reference to a description of the affected environment; (2) there should be more discussion of other than cultural management considerations, especially on what the cumulative impacts might be from highway, energy, and facility developments and similar concerns, and on private interests; (3) an evaluation of costs for Alternative 3 as was done for Alternative 2; and (4) additional consultation.

Responses to these comments are as follows:

1. The EA refers to the 1976 assessment for the Trail feasibility study which describes the environment along the Trail. The comprehensive plan summarizes this description on pages 3-5 and 10-16, and gives greater detail in the sections on Initial and Potential Certified Protection Segments.

2. The Congress designated the Trail as a "national historic trail," thus the plan appropriately places the greatest emphasis on protecting, preserving, and interpreting the historic resources as aspects of American culture. Overall, impacts on the Trail from future developments are not expected to be great. Most of the Trail, especially in Iowa, Nebraska, and parts of Utah is overlaid by modern-day highways, towns, farms, and industry. The section of the plan on Potential Certified Protection Segments indicates that most of these are already in some type of public ownership. Any proposed changes to these sites and segments would be subject to State laws and undergo public scrutiny through the State Historic Preservation Officer.

In Wyoming, there is greater potential for adverse impact on Trail resources, particularly damage or obliteration of wagon wheel ruts. Highway paving, sand and gravel operations, open-pit mining, pipelines, and similar developments could cause such impacts. Where the Trail and such developments coincide on Federal lands, the development would be subject to the approval authority of the BLM. The comprehensive plan points out that management and protection of Trail resources should receive high priority in the individual resources management plans prepared by the BLM and Fish and Wildlife Service. An important aspect of such plans should include a requirement to review applicants plans of operation before approving such developments to take place on the public lands. That review could require mitigating measures to protect Trail resources.

If such developments take place on private lands, opportunities to mitigate these effects would be limited to volunteer efforts on the part of the landowners, subject to appliable State laws.

The present rights of private interests would not be affected by this comprehensive plan. Participation by landowners to have their lands certified as a part of the Trail is strictly voluntary. Such certification would require certain agreements by the landowners which would perpetuate the purposes of the Trail. Ways in which landowners might agree to participate are outlined in the section on Cooperative Agreements.

There may be some concern that designating the Trail on public lands may invite trespass when the original Trail extends onto adjacent private lands. Trespass may be prosecuted under State law, and the public may be cautioned against trespass by signs on public lands and/or by publication in brochures, maps, and guidebooks about the Trail.

3. The 1978 feasibility study report for the Trail estimated certain costs that were shown for Alternative 2 in the EA. Costs are not shown for Alternative 3 because the Trail as enacted by the Congress differs in certain aspects from that proposed in the feasibility study and thus does not provide a ready basis for comparison. For example, it could not be determined what part of the estimated costs in the feasibility study were attributable to marking the Trail and what part was attributable to interpretive signs which are normally considered to be a part of development. The feasibility report includes considerable costs for land acquisition options which are essentially precluded by the enacted legislation. The feasibility study report also did not differentiate between non-Federal and Federal costs, which would be desirable if the costs were to be included in this plan.

4. The Consultation and Coordination section of the EA lists the BLM Wyoming State Office. This office represented sub-organizational units of the BLM in Wyoming, but there was specific consultation with the BLM Lander Resource Area Office and the Rawlins District Office. Also, the listed State contacts, for example the Wyoming Recreation Commission, served as liaison with other affected agencies in each State.

B. Selection of Alternative

Alterntive 3 of the EA is selected as the action alternative based on the recommendations of the Trail's Advisory Council and on comments received about the draft plan and the intent of the National Trails System Act as amended.

C. Finding of No Significant Impact

Setting this comprehensive plan in motion will only partially be a Federal action in that non-Federal participation is invited. Only 47 miles of the 1,300-mile Trail are significant segments on Federal lands. Thus the selected alternative is not considered to be a major Federal action, or to be highly controversial. The above discussion indicates that cumulative effects will not be substantial or can be mitigated. The plan will commit a Federal agency, probably the National Park Service (NPS), to future actions as the lead agency for coordinating implementation of the plan;

and also the National Park Service, Bureau of Land Management, and Fish and Wildlife Service to managing significant Trail segments.

At its metting in June 1981, the Mormon Pioneer National Historic Trail Advisory Council passed a resolution that implementing this plan would not have an impact significant enough to require an environmental impact statement.

Based on the above findings, an environmental impact statement will not be prepared for this plan.

Approved: Lorraine Mintzmyer 8-26-81

Regional Director
Rocky Mountain Region
National Park Service

Date

ENVIRONMENTAL ASSESSMENT

MORMON PIONEER NATIONAL HISTORIC TRAIL

COMPREHENSIVE PLAN

I PURPOSE AND NEED

The Mormon Pioneer National Historic Trail (the Trail) was established November 10, 1978 (92 Stat. 3511, 16 U.S.C. 1244 (a) (A). The Act states that the Trail's purpose is "* * * the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment" along "* * * a route of approximately one thousand three hundred miles extending from Nauvoo, Illinois, to Salt Lake City, Utah, following the primary historical route of the Mormon Trail * * *"

Section 5 (f) of the Act further implies that the purpose of a comprehensive plan is to guide the "management and use" of the Trail. Thus the Act recognizes that the plan fulfills a need to direct the "objectives and practices" that will both safeguard Trail resources and serve the public.

II. ALTERNATIVES AND THEIR CONSEQUENCES

The Environmental Assessment for The Mormon Trail, A Proposed National Historic Trail and Travelway prepared in August, 1976, by the former Bureau of Outdoor Recreation (Heritage Conservation and Recreation Service) discussed a proposal for only marking roads and highways with directional and interpretive signs, with encouragement and assistance from the Secretary of the Interior to managing entities for further planning and development. That 1976 Assessment also considered but did not adopt alternatives that would have added hiking/biking trails along existing roadways or on cross-country routes, including options for acquisition and maintenance.

The 1978 Act compromised on all these approaches. That law amended the National Trails System Act to bring national historic trails under the Act, and to provide: (1) the requirements for marking the trails; (2) the provision for including side trails as segments of historic trails as appropriate; and (3) the provision for historic trails to contain public-use facilities and to accommodate other uses as appropriate. However, the amended Act does not permit the use of appropriated funds for acquisition of historic trails lands. The following display of alternatives and their consequences compares the options of: (1) no action, (2) the recommendation of the 1978 Mormon Trail Study Report, and (3) the discretionary actions permitted by the 1978 Act. Alternative 3 is the action alternative on which the comprehensive plan is based.

This Assessment evaluates the Trail's comprehensive plan as a whole. The plan suggests some locations for various levels of development at certain sites. However, the plan does not present details of exact locations for specific structures, pathways, exhibits or other developments. Most of the developments are expected to be minor in

nature and will likely require only consultation under the procedures of Section 106 of the National Historic Preservation Act or Section 7 of the Endangered Species Act. Each managing agency would make such consultation with the State Historic Preservation Officer or the U.S. Fish and Wildlife Service, as appropriate. Further documentation under the National Environmental Policy Act will probably not be required, except perhaps in the case of larger structures such as a major visitor center. In that case, the managing agency would wish to prepare a separate environmental assessment of the situation.

ALTERNATIVES AND THEIR CONSEQUENCES

ALTERNATIVE	IMPACTS	MITIGATING MEASURES	UNAVOIDABLE ADVERSE EFFECTS	SHORT TERM/ LONG TERM RELATIONSHIPS	COMMITMENT OF RESOURCES
1. No Action. Established route would not be marked with Federal funds and would continue under existing mangement practicea of Federal, State, local, and private entities.	A. Significant privately-owned segments would not be formally recognized as potential aegments of a national historic trail and could be subjected to future development inappropriate to an hiatoric resource. B. No additional Federal costa. C. No increases in traffic, air pollution, vandalism, or littering would occur if significant sites were not recognized.	A. States could attempt acquisition of important areas as part of Statewide parks or trails syatems. Land and Water Conaervation Fund could he utilized for thia purpose.	A. National awareness of the significance of the Trail would not be enhanced.	A. Existing levels of mangement of Federal landa would continue without particular emphasis on the trail. B. The Congressional intent found in P.L. 95-625 establishing the Trail probably would not be served.	A. Federal, State, local, and private funds would continue to be committed to exiating management of lands along the route as given in P.L. 95-625.

ALTERNATIVE	IMPACTS	MITIGATING MEASURES	UNAVOIDABLE ADVERSE EFFECTS	SHORT TERM/ LONG TERM RELATIONSHIPS	COMMITMENT OF RESOURCES
2. HCRS 1978 Report. Only mark the Trail as a driving route. Development to be initiated by local agencies and citizens.	A. Significant privately owned segments would be recognized, but still subject to future inappropriate development. B. Unquantifiable increases in fuel consumption, air pollution, vandalism, and littering would occur at recognized sites along the route. C. Some 500 markers and signs would disturb about 1 acre of ground cover and cost about $300,000 (1976 prices). D. Any of some 145 sites on the route that are on the National Register of Historic Places could be affected by Trail development E. Developments within Trail corridor may affect habitats of endangered species as given in 1976 assessment: black-footed ferret, Indiana bat, whooping crane, American and arctic peregrine falcon.	A. States would be justified in attempting to acquire important areas. B. Existing rights-of-way, rest areas and developed sites would be utilized for marking the route. C. Vigorous maintenance and public education programs can alleviate vandalism and littering. D. Each managing agency would initiate Section 106 procedures before developing any historic site. E. Each managing agency would initiate Section 7 consultation before beginning development of any site.	A. There would be no formal extension of side routes to take full advantage of appreciation of the natural and cultural resources and recreational opportunities.	A. A marking program would not preclude other uses of the land. B. The minimum requirements of P.L. 95-625 would be met by a marking program.	A. Materials for manufacture of signs and signposts, plus $300,000 (1976 prices), would be irretrievably and irreversibly committed. B. Manpower and funds for installation and maintenance of signs would be committed, including about $30,000 annually (1976 prices) of non-Federal funds.

ALTERNATIVE	IMPACTS	MITIGATING MEASURES	UNAVOIDABLE ADVERSE EFFECTS	SHORT TERM/ LONG TERM RELATIONSHIPS	COMMITMENT OF RESOURCES
3. Designate Route. Mark the Trail as a driving route. Designate certain segments as Federally-managed units. Provide for addition of future certified segments to be managed by State, local, or private entities. Provide for appropriate Federal development by managing entities. Provide for connecting or side trail segments. This is the action alternative.	A. Unprotected privately-owned segments would have impacts similar to that for Alternative 2. B. Unquantifiable increases in fuel consumption, air pollution, noise, vandalism and littering would occur at designated segments and sites along the route. C. Recommended development - such as trailhead parking, delineation of hiking routes, installation of interpretive facilities, etc. - at selected sites would result in minor, local disturbance of vegetation, wildlife habitat, or cultural resources; soil compaction and associated water runoff; consumption of water if sanitary facilities are required; and similar impacts that normally may be expected at minor construction sites. The 1976 Assessment mentioned in the description above identifies a range of impacts that could take place if a system of side or connecting trails were implemented. D. Some 700 markers would disturb about 1 acre of ground cover and cost about $21,000 (1980 prices). E. Effects on endangered species would be similar to that given for item E of Alternative 2.	A. High potential privately-owned segments could be donated to the Federal Government, exchanged for other Federal lands, or acquired by the State. B. Measures against vandalism and littering would be similar to that for Alternative 2. C. Construction contracts and on-site monitoring would assure that construction techniques were used which would result in least environmental disturbance. D. Measures taken in marking the Trail would be similar to that for Alternative 2, with additions marking connecting trails and cross-country routes. E. In compliance with the National Historic Preservation Act and E.O. 11593, specific sites for development would be systematically surveyed and the appropriate State Historic Preservation Officer consulted prior to construction and during construction should previously unknown cultural resources be discovered. E. Mitigating measures for endangered species would be similar to that shown for item E of Alternative 2.	A. There would be increased use pressures with concurrent fuel consumption, noise, air pollution, vandalism, and littering on sites that heretofore were little known.	A. The full Congressional intent of P.L. 95-625 would be met. B. Agency management practices would be altered as necessary to fully recognize, protect, and operate designated segments and sites.	A. Materials for manufacture of signs, signposts, and for new construction of specific segments or sites would be irreversibly committed. Some of the materials could possibly be salvaged at the end of a facilities' usefulness. B. At selected segments or sites, an indeterminate acreage (but probably less than the 800 acres suggested in the HCRS 1978 Report for all alternatives) would be committed for development such as paved or surfaced trails, trailhead parking, picnic areas, comfort stations and related facilities interpretive devices, and similar projects. This committment would be for the useful life of the facility.

III. CONSULTATION AND COORDINATION

Bureau of Land Management

U.S. Fish and Wildlife Service

Forest Service

Illinois Department of Conservation

Iowa State Conservation Commission

Nebraska Department of Economic Development

Wyoming Recreation Commission

Utah Outdoor Recreation Agency

Mormon Pioneer National Historic Trail Advisory Council

PART III APPENDIX

APPENDIX A

NATIONAL TRAILS SYSTEM ACT [1] (1968)

AN ACT To establish a national trails system, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SHORT TITLE

SECTION 1. This Act may be cited as the "National Trails System Act".

STATEMENT OF POLICY

SEC. 2. (a) In order to provide for the ever-increasing outdoor recreation needs of an expanding population and in order to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation, trails should be established (i) primarily, near the urban areas of the Nation, and (ii) secondarily, within scenic areas and along historic travel routes of the Nation, which are often more remotely located.

(b) the [2] purpose of this Act is to provide the means for attaining these objectives by instituting a national system of recreation, scenic and historic trails, by designating the Appalachian Trail and the Pacific Crest Trail as the initial components of that system, and by prescribing the methods by which, and standards according to which, additional components may be added to the system.

NATIONAL TRAILS SYSTEM

SEC. 3. The national system of trails shall be composed of—

(a) National recreation trails, established as provided in section 4 of this Act, which will provide a variety of outdoor recreation uses in or reasonably accessible to urban areas.

(b) National scenic trails, established as provided in section 5 of this Act, which will be extended trails so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass.

(c) National historic trails, established as provided in section 5 of this Act, which will be extended trails which follow as closely as possible and practicable the original trails or routes of travel of national historical significance. Designation of such trails or routes shall be continuous, but the established or developed trail, and the acquisition thereof, need not be con-

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[1] The National Trails System Act (16 U.S.C. 1241-1249), as set forth herein, contains Public Law 90-543 (Oct. 2, 1968) and the amendments made by Public Law 94-527 (Oct. 17, 1976), Public Law 95-248 (Mar. 21, 1978), and Public Law 95-625 (Nov. 10, 1978).

[2] The word "the" at the beginning of section 2(b) should be capitalized, but was erroneously enacted with the lowercase spelling.

tinuous onsite. National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment. Only those selected land and water based components of an historic trail which are on federally owned lands and which meet the national historic trail criteria established in this Act, are established as initial Federal protection components of a national historic trail. The appropriate Secretary may subsequently certify other lands as protected segments of an historic trail upon application from State or local governmental agencies or private interests involved if such segments meet the national historic trail criteria established in this Act and such criteria supplementary thereto as the appropriate Secretary may prescribe, and are administered by such agenices or interests without expense to the United States.

(d) Connecting or side trails, established as provided in section 6 of this Act, which will provide additional points of public access to national recreation, national scenic or national historic trails or which will provide connections between such trails.

The Secretary of the Interior and the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker for the national trails system.

NATIONAL RECREATION TRAILS

SEC. 4. (a) The Secretary of the Interior, or the Secretary of Agriculture where lands administered by him are involved, may establish and designate national recreation trails, with the consent of the Federal agency, State, or political subdivision having jurisdiction over the lands involved, upon finding that—

(i) such trails are reasonably accessible to urban areas, and, or

(ii) such trails meet the criteria established in this Act and such supplementary criteria as he may prescribe.

(b) As provided in this section, trails within park, forest, and other recreation areas administered by the Secretary of the Interior or the Secretary of Agriculture or in other federally administered areas may be established and designated as "National Recreation Trails" by the appropriate Secretary and, when no Federal land acquisition is involved—

(i) trails in or reasonably accessible to urban areas may be designated as "National Recreation Trials" by the Secretary of the Interior with the consent of the States, their political subdivisions, or other appropriate administering agencies, and

(ii) trails within park, forest, and other recreation areas owned or administered by States may be designated as "National Recreation Trails" by the Secretary of the Interior with the consent of the State.

NATIONAL SCENIC AND NATIONAL HISTORIC TRAILS

SEC. 5. (a) National scenic and national historic trails shall be authorized and designated only by Act of Congress. There are

hereby established the following National Scenic and National Historic Trails:

(1) The Appalachian National Scenic Trail, a trail of approximately two thousand miles extending generally along the Appalachian Mountains from Mount Katahdin, Maine, to Springer Mountain, Georgia. Insofar as practicable, the right-of-way for such trail shall comprise the trail depicted on the maps identified as "Nationwide System of Trails, Proposed Appalachian Trail, NST-AT-101-May 1967", which shall be on file and available for public inspection in the office of the Director of the National Park Service. Where practicable, such rights-of-way shall include lands protected for it under agreements in effect as of the date of enactment of this Act, to which Federal agencies and State were parties. The Appalachian[1] Trail shall be administered primarily as a footpath by the Secretary of the Interior, in consultation with the Secretary of Agriculture.

(2) The Pacific Crest National Scenic Trail, a trail of approximately two thousand three hundred fifty miles, extending from the Mexican-California border northward generally along the mountain ranges of the west coast States to the Canadian-Washington border near Lake Ross, following the route as generally depicted on the map, identified as "Nationwide System of Trails, Proposed Pacific Crest Trail, NST-PC-103-May 1967" which shall be on file and available for public inspection in the office of the Chief of the Forest Service. The Pacific Crest Trail shall be administered by the Secretary of Agriculture, in consultation with the Secretary of the Interior.

(3) The Oregon National Historic Trail, a route of approximately two thousand miles extending from near Independence, Missouri, to the vicinity of Portland, Oregon, following a route as depicted on maps identified as "Primary Route of the Oregon Trail 1841-1848", in the Department of the Interior's Oregon Trail study report dated April 1977, and which shall be on file and available for public inspection in the office of the Director of the National Park Service. The trail shall be administered by the Secretary of the Interior.

(4) The Mormon Pioneer National Historic Trail, a route of approximately one thousand three hundred miles extending from Nauvoo, Illinois, to Salt Lake City, Utah, following the primary historical route of the Mormon Trail as generally depicted on a map, identified as, "Mormon Trail Vicinity Map, figure 2" in the Department of the Interior Mormon Trail study report dated March 1977, and which shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C. The trail shall be administered by the Secretary of the Interior.

(5) The Continential Divide National Scenic Trail, a trail of approximately thirty-one hundred miles, extending from the Montana-Canada border to the New Mexico-Mexico border, following the approximate route depicted on the map, identified as "Proposed Continental Divide National Scenic Trail" in the Department of the Interior Continental Divide Trail study report dated March 1977 and which shall be on file and available for public inspection

[1] The words "National Scenic" were apparently unintentionally omitted in the last sentence of paragraph (1) when they were inserted elsewhere by Public Law 95-625.

in the office of the Chief, Forest Service, Washington, D.C. The Continental Divide National Scenic Trail shall be administered by the Secretary of Agriculture in consultation with the Secretary of the Interior. Notwithstanding the provisions of section 7(c), the use of motorized vehicles on roads which will be designated segments of the Continental Divide National Scenic Trail shall be permitted in accordance with regulations prescribed by the appropriate Secretary.

(6) The Lewis and Clark National Historic Trail, a trail of approximately three thousand seven hundred miles, extending from Wood River, Illinois, to the mouth of the Columbia River in Oregon, following the outbound and inbound routes of the Lewis and Clark Expedition depicted on maps identified as, "Vicinity Map, Lewis and Clark Trail" study report dated April 1977. The map shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C. The trail shall be administered by the Secretary of the Interior.

(7) The Iditarod National Historic Trail, a route of approximately two thousand miles extending from Seward, Alaska to Nome, Alaska, following the routes as depicted on maps identified as "Seward-Nome Trail", in the Department of the Interior's study report entitled "The Iditarod Trail (Seward-Nome Route) and other Alaskan Gold Rush Trails" dated September 1977. The map shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C. The trail shall be administered by the Secretary of the Interior.

(b) The Secretary of the Interior, through the agency most likely to administer such trail, and the Secretary of Agriculture where lands administered by him are involved, shall make such additional studies as are herein or may hereafter be authorized by the Congress for the purpose of determining the feasibility and desirability of designating other trails as national scenic or national historic trails. Such studies shall be made in consultation with the heads of other Federal agencies administering lands through which such additional proposed trails would pass and in cooperation with interested interstate, State, and local governmental agencies, public and private organizations, and landowners and land users concerned. The studies listed in subsection (c) of this section shall be completed and submitted to the Congress, with recommendations as to the suitability of trail designation, not later than three complete fiscal years from the date of enactment of their addition to this subsection, or from the date of enactment of this sentence, whichever is later. Such studies, when submitted, shall be printed as a House or Senate document, and shall include, but not be limited to:

(1) the proposed route of such trail (including maps and illustrations);

(2) the areas adjacent to such trails, to be utilized for scenic, historic, natural, cultural, or developmental, purposes;

(3) the characteristics which, in the judgment of the appropriate Secretary, make the proposed trail worthy of designation as a national scenic or national historic trail; and in the case of national historic trails the report shall include the recommendation of the Secretary of the Interior's National

Park System Advisory Board as to the national historic significance based on the criteria developed under the Historic Sites Act of 1935 (49 Stat. 666; U.S.C. 461);[1]

(4) the current status of land ownership and current and potential use along the designated route;

(5) the estimated cost of acquisition of lands or interest in lands, if any;

(6) the plans for developing and maintaining the trail and the cost thereof;

(7) the proposed Federal administering agency (which, in the case of a national scenic or national historic trail wholly or substantially within a national forest, shall be the Department of Agriculture);

(8) the extent to which a State or its political subdivisions and public and private organizations might reasonably be expected to participate in acquiring the necessary lands and in the administration thereof;

(9) the relative uses of the lands involved, including: the number of anticipated visitor-days for the entire length of, as well as for segments of, such trail; the number of months which such trail, or segments thereof, will be open for recreation purposes; the economic and social benefits which might accrue from alternate land uses; and the estimated man-years of civilian employment and expenditures expected for the purposes of maintenance, supervision, and regulation of such trail;

(10) the anticipated impact of public outdoor recreation use on the preservation of a proposed national historic trail and its related historic and archeological features and settings, including the measures proposed to ensure evaluation and preservation of the values that contribute to their national historic significance; and

(11) to qualify for designation as a national historic trail, a trail must meet all three of the following criteria:

(A) It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide some route variation offering a more pleasurable recreational experience. Such deviations shall be so noted on site. Trail segments no longer possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to the historic trail.

(B) It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, migration and settlement, or military campaigns. To qualify as nationally significant, historic

[1] The reference to 16 U.S.C. was erroneously omitted when paragraph (3) of this subsection was amended by section 551(11) of Public Law 95-625.

use of the trail must have had a far-reaching effect on broad patterns of American culture. Trails significant in the history of native Americans may be included.

(C) It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails, and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

(c) The following routes shall be studied in accordance with the objectives outlined in subsection (b) of this section:

(1) Continental Divide Trail, a three-thousand-one-hundred-mile trail extending from near the Mexican border in southwestern New Mexico northward generally along the Continental Divide to the Canadian border in Glacier National Park.

(2) Potomac Heritage Trail, an eight-hundred-and-twenty-five-mile trail extending generally from the mouth of the Potomac River to its sources in Pennsylvania and West Virginia, including the one-hundred-and-seventy-mile Chesapeake and Ohio Canal towpath.

(3) Old Cattle Trails of the Southwest from the vicinity of San Antonio, Texas, approximately eight hundred miles through Oklahoma via Baxter Springs and Chetopa, Kansas, to Fort Scott, Kansas, including the Chisholm Trail, from the vicinity of San Antonio or Cuero, Texas, approximately eight hundred miles north through Oklahoma to Abilene, Kansas.

(4) Lewis and Clark Trail, from Wood River, Illinois, to the Pacific Ocean in Oregon, following both the outbound and inbound routes of the Lewis and Clark Expedition.

(5) Natchez Trace, from Nashville, Tennessee, approximately six hundred miles to Natchez, Mississippi.

(6) North Country Trail, from the Appalachian Trail in Vermont, approximately three thousand two hundered miles through the States of New York, Pennsylvania, Ohio, Michigan, Wisconsin, and Minnesota, to the Lewis and Clark Trail in North Dakota.

(7) Kittanning Trail from Shirleysburg in Huntingdon County to Kittanning, Armstrong County, Pennsylvania.

(8) Orgeon Trail, from Independence, Missouri, approximately two thousand miles to near Fort Vancover, Washington.

(9) Santa Fe Trail, from Independence, Missouri, approximately eight hundred miles to Sante Fe, New Mexico.[1]

(10) Long Trail, extending two hundred and fifty-five miles from the Massachusetts border northward through Vermont to the Canadian Border.

(11) Mormon Trail, extending from Nauvoo, Illinois, to Salt Lake City, Utah, through the States of Iowa, Nebraska, and Wyoming.

(12) Gold Rush Trails in Alaska.

(13) Mormon Battalion Trail, extending two thousand miles from Mount Pisgah, Iowa, through Kansas, Colorado, New Mexico, and Arizona to Los Angeles, California.

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[1] The word "Santa Fe" is erroneously spelled "Sante Fe" the second time it appears.

(14) El Camino Real from St. Augustine to San Mateo, Florida, approximately 20 miles along the southern boundary of the St. Johns River from Fort Caroline National Memorial to the St. Augustine National Park Monument.

(15) Bartram Trail, extending through the States of Georgia, North Carolina, South Carolina, Alabama, Florida, Louisiana, Mississippi, and Tennessee.

(16) Daniel Boone Trail, extending from the vicinity of Statesville, North Carolina, to Fort Boonesborough State Park, Kentucky.

(17) Desert Trail, extending form the Canadian border through parts of Idaho, Washington, Oregon, Nevada, California, and Arizona, to the Mexican border.

(18) Dominguez-Escalante Trail, extending approximately two thousand miles along the route of the 1776 expedition led by Father Francisco Atanasio Dominguez and Father Silvestre Velez de Escalante, originating in Santa Fe, New Mexico; proceeding northwest along the San Juan, Dolores, Gunnison, and White Rivers in Colorado; thence westerly to Utah Lake; thence southward to Arizona and returning to Santa Fe.

(19) Florida Trail, extending north from Everglades National Park, including the Big Cypress Swamp, the Kissimme Prairie, the Withlacoochee State Forest, Ocala National Forest, Osceola National Forest, and Black Water River State Forest, said completed trail to be approximately one thousand three hundered miles long, of which over four hundred miles of trail have already been built.

(20) Indian Nations Trail, extending from the Red River in Oklahoma approximately two hundred miles northward through the former Indian nations to the Oklahoma-Kansas boundary line.

(21) Nez Perce Trail extending from the vicinity of Wallowa Lake, Oregon, to Bear Paw Mountain, Montana.

(22) Pacific Northwest Trail, extending approximately one thousand miles from the Continental Divide in Glacier National Park, Montana, to the Pacific Ocean beach of Olympic National Park, Washington, by way of—

(A) Flathead National Forest and Kootenai National Forest in the State of Montana;

(B) Kaniksu National Forest in the State of Idaho; and

(C) Colville National Forest, Okanogan National Forest, Pasayten Wilderness Area, Ross Lake National Recreation Area, North Cascades National Park, Mount Baker, the Skagit River, Deception Pass, Whidbey Island, Olympic National Forest, and Olympic National Park in the State of Washington.

(20) Overmountain Victory Trail, extending from the vicinity of Elizabethton, Tennessee, to Kings Mountain National Military Park, South Carolina.[1]

(d) The Secretary charged with the administration of each respective trail shall, within one year of the date of the addition of any national scenic or national historic trail to the system, and within sixty days of the enactment of this sentence for the Appalachian and Pacific Crest National Scenic Trails, establish an advisory council for each such trail, each of which councils shall expire ten years from the date of its establishment. The appropriate Secretary shall consult with such council from time to time with respect to

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[1] Paragraph (20), added by section 551(13) of the National Parks and Recreation Act of 1978 (Public Law 95-625), should be numbered paragraph (23).

matters relating to the trail, including the selection of rights-of-way, standards for the erection and maintenance of markers along the trail, and the administration of the trail. The members of each advisory council, which shall not exceed thirty-five in number, shall serve for a term of two years and without compensation as such, but the Secretary may pay, upon vouchers signed by the chairman of the council, the expenses reasonably incurred by the council and its members in carrying out their responsibilities under this section. Members of each council shall be appointed by the appropriate Secretary as follows:

(i) a member appointed to represent each Federal department or independent agency administering lands through which the trail route passes, and each appointee shall be the person designated by the head of such department or agency;

(ii) a member appointed to represent each State through which the trail passes, and such appointments shall be made from recommendations of the Governors of such States;

(iii) one or more members appointed to represent private organizations, including corporate and individual landowners and land users, which in the opinion of the Secretary, have an established and recognized interest in the trail, and such appointments shall be made from recommendations of the heads of such organizations: *Provided,* That the Appalachian Trail Conference shall be represented by a sufficient number of persons to represent the various sections of the country through which the Appalachian Trail passes; and

(iv) the Secretary shall designate one member to be chairman and shall fill vacancies in the same manner as the original appointment.

(e) Within two complete fiscal years of the date of enactment of legislation designating a national scenic trail, except for the Continental Divide National Scenic Trail, as part of the system, and within two complete fiscal years of the date of enactment of this subsection for the Pacific Crest and Appalachian Trails, the responsible Secretary shall, after full consultation with affected Federal land managing agencies, the Governors of the affected States, the relevant advisory council established pursuant to section 5(d), and the Appalachian Trail Conference in the case of the Appalachian Trail, submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a comprehensive plan for the acquisition, management, development, and use of the trail, including but not limited to, the following items:

(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved (along with high potential historic sites and high potential route segments in the case of national historic trails), details of anticipated cooperative agreements to be consummated with other entities, and an identified carrying capacity of the trail and a plan for its implementation;

(2) an acquisition or protection plan, by fiscal year, for all lands to be acquired by fee title or lesser interest, along with

detailed explanation of anticipated necessary cooperative agreements for any lands not to be acquired; and

(3) general and site-specific development plans including anticipated costs.

(f) Within two complete fiscal years of the date of enactment of legislation designating a national historic trail or the Continental Divide National Scenic Trail as part of the system, the responsible Secretary shall, after full consultation with affected Federal land managing agencies, the Governors of the affected States, and the relevant Advisory Council established pursuant to section 5(d) of this Act, submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a comprehensive plan for the management, and use of the trail, including but not limited to, the following items:

(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved, details of any anticipated cooperative agreements to be consummated with State and local government agencies or private interests, and for national scenic or national recreational trails an identified carrying capacity of the trail and a plan for its implementaton; and

(2) the process to be followed by the appropriate Secretary to implement the marking requirements established in section 7(c) of this Act.

CONNECTING AND SIDE TRAILS

SEC. 6. Connecting or side trails within park, forest, and other recreation areas administered by the Secretary of the Interior or Secretary of Agriculture may be established, designated, and marked as components of a national recreation, national scenic or national historic trail. When no Federal land acquisition is involved, connecting or side trails may be located across lands administered by interstate, State, or local governmental agencies with their consent: *Provided*, That such trails provide additional points of public access to national recreation, national scenic, or national historic trails.

ADMINISTRATION AND DEVELOPMENT

SEC. 7. (a) Pursuant to section 5(a), the appropriate Secretary shall select the rights-of-way for national scenic and national historic trails and shall publish notice thereof in the Federal Register, together with appropriate maps and descriptions: *Provided*, That in selecting the rights-of-way full consideration shall be given to minimizing the adverse effects upon the adjacent landowner or user and his operation. Development and management of each segment of the National Trails System shall be designed to harmonize with and complement any established multiple-use plans for that specific area in order to insure continued maximum benefits from the land. The location and width of such rights-of-way across Federal lands under the jurisdiction of another Federal agency shall be by agreement between the head of that agency and the appropriate

Secretary. In selecting rights-of-way for trail purposes, the Secretary shall obtain the advice and assistance of the States, local governments, private organizations, and landowners and land users concerned.

(b) After publication of notice in the Federal Register, together with appropriate maps and descriptions, the Secretary charged with the administration of a national scenic or national historic trail may relocate segments of a national scenic or national historic trail right-of-way, with the concurrence of the head of the Federal agency having jurisdiction over the lands involved, upon a determination that: (i) Such a relocation is necessary to preserve the purposes for which the trail was established, or (ii) the relocation is necessary to promote a sound land management program in accordance with established multiple-use principles: *Provided,* That a substantial relocation of the rights-of-way for such trail shall be by Act of Congress.

(c) National scenic or national historic trails may contain campsites, shelters, and related-public-use facilities. Other uses along the trail, which will not substantially interfere with the nature and purposes of the trail, may be permitted by the Secretary charged with the administration of the trail. Reasonable efforts shall be made to provide sufficient access opportunities to such trails and, to the extent practicable, efforts shall be made to avoid activities incompatible with the purposes for which such trails were established. The use of motorized vehicles by the general public along any national scenic trail shall be prohibited and nothing in this Act shall be construed as authorizing the use of motorized vehicles within the natural and historical areas of the national park system, the national wildlife refuge system, the national wilderness preservation system where they are presently prohibited or on other Federal lands where trails are designated as being closed to such use by the appropriate Secretary: *Provided,* That the Secretary charged with the administration of such trail shall establish regulations which shall authorize the use of motorized vehicles when, in his judgment, such vehicles are necessary to meet emergencies or to enable adjacent landowners or land users to have reasonable access to their lands or timber rights: *Provided further,* That private lands included in the national recreation, national scenic, or national historic trails by cooperative agreement of a landowner shall not preclude such owner from using motorized vehicles on or across such trails or adjacent lands from time to time in accordance with regulations to be established by the appropriate Secretary. Where a national historic trail follows existing public roads, developed rights-of-way or waterways, and similar features of man's nonhistorically related development, approximating the original location of a historic route, such segments may be marked to facilitate retracement of the historic route, and where a national historic trail parallels an existing public road, such road may be marked to commemorate the historic route. The Secretary of the Interior and the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker, including thereon an appropriate and distinctive symbol for each national recreation, national scenic, and national historic trail. Where the trails cross

lands administered by Federal agencies such markers shall be erected at appropriate points along the trails and maintained by the Federal agency administering the trail in accordance with standards established by the appropriate Secretary and where the trails cross non-Federal lands, in accordance with written cooperative agreements, the appropriate Secretary shall provide such uniform markers to cooperating agencies and shall require such agencies to erect and maintain them in accordance with the standards established.

(d) Within the exterior boundaries of areas under their administration that are included in the right-of-way selected for a national recreation, national scenic, or national historic trail, the heads of Federal agencies may use lands for trail purposes and may acquire lands or interests in lands by written cooperative agreement, donation, purchase with donated or appropriated funds or exchange.

(e) Where the lands included in a national scenic or national historic trail right-of-way are outside of the exterior boundaries of federally administered areas, the Secretary charged with the administration of such trail shall encourage the States or local governments involved (1) to enter into written cooperative agreements with landowners, private organizations, and individuals to provide the necessary trail right-of-way, or (2) to acquire such lands or interests therein to be utilized as segments of the national scenic or national historic trail: *Provided*, That if the State or local governments fail to enter into such written cooperative agreements or to acquire such lands or interests therein after notice of the selection of the right-of-way is published, the appropriate Secretary may (i) enter into such agreements with landowners, States, local governments, private organizations, and individuals for the use of lands for trail purposes, or (ii) acquire private lands or interests therein by donation, purchase with donated or appropriated funds or exchange in accordance with the provisions of subsection (g) of this section. The lands involved in such rights-of-way should be acquired in fee, if other methods of public control are not sufficient to assure their use for the purpose for which they are acquired: *Provided*, That if the Secretary charged with the administration of such trail permanently relocates the right-of-way and disposes of all title or interest in the land, the original owner, or his heirs or assigns, shall be offered, by notice given at the former owner's last known address, the right of first refusal at the fair market price.

(f) The Secretary of the Interior, in the exercise of his exchange authority, may accept title to any non-Federal property within the right-of-way and in exchange therefor he may convey to the grantor of such property and federally owned property under his jurisdiction which is located in the State wherein such property is located and which he classifies as suitable for exchange or other disposal. The values of the properties so exchanged either shall be approximately equal, or if they are not approximately equal the values shall be equalized by the payment of cash to the grantor or to the Secretary as the circumstances require. The Secretary of Agriculture, in the exercise of his exchange authority, may utilize authorities and procedures available to him in connection with exchanges of national forest lands.

(g) The appropriate Secretary may utilize condemnation proceedings without the consent of the owner to acquire private lands or interests therein pursuant to this section only in cases where, in his judgment, all reasonable efforts to acquire such lands or interests therein by negotiation have failed, and in such cases he shall acquire only such title as, in his judgment, is reasonably necessary to provide passage across such lands: *Provided*, That condemnation proceedings may not be utilized to acquire fee title or lesser interests to more than an average of one hundred and twenty-five acres per mile. Money appropriated for Federal purposes from the land and water conservation fund shall, without prejudice to appropriations from other sources, be available to Federal departments for the acquisition of lands or interests in lands for the purposes of this Act. For national historic trails, direct Federal acquisition for trail purposes shall be limited to those areas indicated by the study report or by the comprehensive plan as high potential route segments or high potential historic sites.

(h) The Secretary charged with the administration of a national recreation, national scenic, or national historic trail shall provide for the development and maintenance of such trails within federally administered areas and shall cooperate with and encourage the States to operate, develop, and maintain portions of such trails which are located outside the boundaries of federally administered areas. When deemed to be in the public interest, such Secretary may enter written cooperative agreements with the States or their political subdivisions, landowners, private organizations, or individuals to operate, develop, and maintain any portion of a national scenic or national historic trail either within or outside a federally administered area.

Whenever the Secretary of the Interior makes any conveyance of land under any of the public land laws, he may reserve a right-of-way for trails to the extent he deems necessary to carry out the purposes of this Act.

(i) The appropriate Secretary, with the concurrence of the heads of any other Federal agencies administering lands through which a national recreation, national scenic, or national historic trail passes, and after consultation with the States, local governments, and organizations concerned, may issue regulations, which may be revised from time to time, governing the use, protection, management, development, and administration of trails of the national trails system. In order to maintain good conduct on and along the trails located within federally administered areas and to provide for the proper government and protection of such trails, the Secretary of the Interior and the Secretary of Agriculture shall prescribe and publish such uniform regulations as they deem necessary and any person who violates such regulations shall be guilty of a misdemeanor, and may be punished by a fine of not more than $500, or by imprisonment not exceeding six months, or by both such fine and imprisonment.

STATE AND METROPOLITAN AREA TRAILS

SEC. 8. (a) The Secretary of the Interior is directed to encourage States to consider, in their comprehensive statewide outdoor recre-

ation plans and proposals for financial assistance for State and local projects submitted pursuant to the Land and Water Conservation Fund Act, needs and opportunities for establishing park, forest, and other recreation and historic trails on lands owned or administered by States, and recreation trails on lands in or near urban areas.

The Secretary is also directed to encourage States to consider, in their comprehensive statewide historic preservation plans and proposals for financial assistance for State, local, and private projects submitted pursuant to the Act of October 15, 1966 (80 Stat. 915), as amended, needs and opportunities for establishing historic trails. He is further directed, in accordance with the authority contained in the Act of May 28, 1963 (77 Stat. 49), to encourage States, political subdivisions, and private interests, including nonprofit organizations, to establish such trails.

(b) The Secretary of Housing and Urban Development is directed, in administering the program of comprehensive urban planning and assistance under section 701 of the Housing Act of 1954, to encourage the planning of recreation trails in connection with the recreation and transportation planning for metropolitan and other urban areas. He is further directed, in administering the urban open-space program under title VII of the Housing Act of 1961, to encourage such recreation trails.

(c) The Secretary of Agriculture is directed, in accordance with authority vested in him, to encourage States and local agencies and private interests to establish such trails.

(d) Such trails may be designated and suitably marked as parts of the nationwide system of trails by the States, their political subdivisions, or other appropriate administering agencies with the approval of the Secretary of the Interior.

RIGHTS-OF-WAY AND OTHER PROPERTIES

SEC. 9. (a) The Secretary of the Interior or the Secretary of Agriculture as the case may be, may grant easements and rights-of-way upon, over, under, across, or along any component of the national trails system in accordance with the laws applicable to the national park system and the national forest system, respectively: *Provided,* That any conditions contained in such easements and rights-of-way shall be related to the policy and purposes of this Act.

(b) The Department of Defense, the Department of Transportation, the Interstate Commerce Commission, the Federal Communications Commission, the Federal Power Commission, and other Federal agencies having jurisdiction or control over or information concerning the use, abandonment, or disposition of road ways, utility rights-of-way, or other properties which may be suitable for the purpose of improving or expanding the national trails system shall cooperate with the Secretary of the Interior and the Secretary of Agriculture in order to assure, to the extent practicable, that any such properties having values suitable for trail purposes may be made available for such use.

AUTHORIZATION OF APPROPRIATIONS

SEC. 10.[1] There are hereby authorized to be appropriated for the acquisition of lands or interests in lands not more than $5,000,000 for the Appalachian National Scenic Trail and not more than $500,000 for the Pacific Crest National Scenic Trail. From the appropriations authorized for fiscal year 1979 and succeeding fiscal years pursuant to the Land and Water Conservation Fund Act (78 Stat. 897), as amended, not more than the following amounts may be expended for the acquisition of lands and interests in lands authorized to be acquired pursuant to the provisions of this Act:

(a) The Appalachian National Scenic Trail, not to exceed $30,000,000 for fiscal year 1979, $30,000,000 for fiscal year 1980, and $30,000,000 for fiscal year 1981, except that the difference between the foregoing amounts and the actual appropriations in any one fiscal year shall be available for appropriation in subsequent fiscal years. It is the express intent of the Congress that the Secretary should substantially complete the land acquisition program necessary to insure the protection of the Trail within three complete fiscal years following the date of enactment of this sentence. Until the entire acquisition program is completed, he shall transmit in writing at the close of each fiscal year the following information to the Committee on Energy and Natural Resources of the Senate and to the Committee on Interior and Insular Affairs of the House of Representatives:

(A) the amount of land acquired during the fiscal year and the amount expended therefor;

(B) the estimated amount of land remaining to be acquired; and

(C) the amount of land planned for acquisition in the ensuing fiscal year and the estimated cost thereof.

(b) For the purposes of Public Law 95-42 (91 Stat. 211), the lands and interests therein acquired pursuant to this section shall be deemed to qualify for funding under the provisions of section 1, clause 2, of said Act.

(c) There is hereby authorized to be appropriated such sums as may be necessary to implement the provisions of this Act relating to the trails designated by paragraph 5(a) (3), (4), (5), (6), and (7): *Provided*, That no such funds are authorized to be appropriated prior to October 1, 1979: *And provided further*, That notwithstanding any other provisions of this Act or any other provisions of law, no funds may be expended for the acquisition of lands or interests in lands for the Continental Divide National Scenic Trail, the Oregon National Historic Trail, the Mormon Pioneer National Historic Trail, the Lewis and Clark National Historic Trail, and the Iditarod National Historic Trail.

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[1] The "(a)" which appears at the beginning of the second paragraph was apparently intended to be inserted at the beginning of the first paragraph. See paragraph (5) of Public Law 95-248 (Mar. 21, 1978).

APPENDIX B

CHARTER

MORMON PIONEER NATIONAL HISTORIC TRAIL ADVISORY COUNCIL

1. The official designation of the committee is the Mormon Pioneer National Historic Trail Advisory Council.

2. The purpose of the Council is to consult with the Secretary of the Interior in regard to matters relating to the Mormon Pioneer National Historic Trail, including the selection of rights-of-way, standards for the erection and maintenance of markers along the Trail, and the administration of the Trail.

3. The Council will require approximately ten years to complete its work.

4. The Council reports to the Regional Director, Rocky Mountain Regional Office, National Park Service, 655 Parfet Street, Denver, Colorado 80225.

5. Support for the Council is provided by the National Park Service, Department of the Interior.

6. The duties of the Council are solely advisory and are as stated in paragraph 2 above.

7. The estimated annual operating cost of this committee is $20,000, which includes the cost of 1/4 man-year of staff support.

8. The Council meets approximately 3 times a year.

9. The Council will terminate 10 years from the date of its establishment.

10. The members of the Advisory Council shall not exceed 35 in number, each appointed for a term of 2 years by the Secretary of the Interior as follows:

a. a member appointed to represent each Federal department or independent agency administering lands through which the Trail passes, and each appointee shall be the person designated by the head of such department or agency;

b. a member appointed to represent each State through which the Trail passes, and such appointments shall be made from recommendations of the Governors of such States;

c. one or more members appointed to represent private organizations, including corporate and individual landowners and land users, that, in the opinion of the Secretary, have an established and recognized interest in the Trail, and such appointments shall be made from recommendations of the heads of such organizations.

The Secretary shall designate one member of the Council to be chairman.

The members shall serve without compensation as such, but the Secretary may pay to non-federal members, upon vouchers signed by the chairman of the Council, the expenses reasonably incurred by the Council and its members in carrying out their responsibilities.

11. The Council is established pursuant to Section 14(d) of Public Law 95-625 amending Section 5(d) of the National Trails System Act.

Sgd. James G. Watt
Secretary of the Interior

Date Signed: May 29, 1981

Date Charter Filed: June 10, 1981

APPENDIX C

NATIONAL HISTORIC LANDMARKS

Nauvoo Historic District - Iowa
Oregon Trail Ruts - Wyoming
Independence Rock - Wyoming
South Pass - Wyoming

NATIONAL REGISTER OF HISTORIC PLACES

Illinois -	Carthage Jail
Nebraska -	Pawnee Mission and Burnt Village Archeological Site Ash Hollow Historic District Courthouse and Jailhouse Rocks Scotts Bluff National Monument
Wyoming -	Fort Laramie National Historic Site Register Cliff Split Rock, Twin Peaks Parting of the Ways Fort Bridger
Utah -	Emigration Canyon

The above landmarks and places are associated with the Mormon Pioneer 1846-1847 trek.

APPENDIX D

Supplemental Criteria for Certified Protected Segments of the Mormon Pioneer National Historic Trail

Planning criteria are used to evaluate potential corridor segments and are supplementary to those in Section 5(b)(11) of the National Trails System Act as amended.

Qualification

Certified Protected Segments must have at least one facet of trail significance relating directly to the 1846-47 Mormon pioneering emigration effort. The segment may also have one or more facets relating to secondary themes or to recreational use. A part of recreational use must be based on historic interpretation and application.

Availability

A Certified Protected Segment must be reasonably accessible for public use. "Reasonably accessible" is interpreted to mean not only free and open to the public at all times, but also may be day use only; accessible only through guided tours; subject to payment of a fee; or other similar restrictions.

Size

The size of a Certified Protected Segment may vary depending on use and purpose, but must be of a reasonable area to protect significant resources, or to offer an opportunity for interpreting some aspect of the Mormon Pioneer National Historic Trail, or to accommodate recreational use based on historical interpretation and appreciation.

Location

A Certified Protected Segment must be reasonably adjacent to the Mormon Pioneer National Historic Trail published in the Federal Register.

Design and Use

Certified Protected Segments or Sites must be developed according to accepted design and construction standards commensurate to the types of use the Trail will receive. Visitor safety will be a primary consideration in all such designs and use programs. The area must be reasonably accessible to handicapped visitors.

Administration

Managing public agency or private entity must assure that the segment will be available for public use upon certification for a period of 10 years in the case of public agencies and for 5 years in the case of private interests. Such assurance should be supported by documents, legal citations, or references.

Management

Administering entity must identify how the Certified Protected Segment's resources will be preserved, protected and made available for public use. This can be done in a management plan or statement specifying such items as zoning or classifications of use, preserving historic trail ruts or structures, fire protection, maintenance, rules and regulations, interpretive program, existing and proposed facilities, use fees, and similar matters. Other permitted uses, such as motor vehicle use, livestock grazing, and similar uses should be addressed in relation to protection of resources and visitor safety.

Connecting Side Trails

Side trails must be developed and administered as National Recreation Trail.

APPENDIX E

SAMPLE APPLICATION FORMAT FOR MORMON PIONEER NATIONAL HISTORIC TRAIL PROTECTED SEGMENT CERTIFICATION

I. Name of Segment

II. Agency or Organization or Individual responsible for:
1. Submitting Application 2. Operation and Maintenance

III. Location
Attach maps of the approximate scale showing the general location of the proposed segment and its accessibility to public use.

IV. Description
1. Indicate the size of the potential segment and a map of its general configuration.
2. Describe the segment and related features, including such items as vegetation, terrain, recreation facilities, significant natural and cultural features, environmental intrusions, etc.
3. Describe ownership of the segment. If under lease, give tenure and any special terms of the lease. Include a copy of supporting documents, citations or references. In the case of private lands, agreements for public access must be documented. (Note: The segment must be in existence and available to the public for use at least 10 consecutive years after designation in the case of public lands, and for 5 years in the case of private lands.)
4. Briefly describe design and construction standards utilized for the segment (e.g., width of right-of-way, tread or road width and surface, safety features, structures and facililities, etc.).

V. Use
Discuss the types of existing or proposed uses within the segment. At least part of recreational use must be based on historical interpretation and appreciation. If appropriate, discuss incompatible use and possible changes in use.

VI. Administration and Management
1. Indicate if a user fee is charged and, if so, state the amount of the fee.
2. Describe the management plan for the segment (e.g., land use classification or zoning, maintenance, fire protection, police surveillance, rules and regulations, etc.
3. Discuss major existing or potential impacts or problems, including probable solutions.

VII. Other
Include a sampling of glossy photographs, preferably 8" x 10" depicting the segment and trail use.

VIII. Affirmation

Include the following:

I hereby affirm that: (1) I am duly authorized to represent the Agency or organization noted below; (2) the segment is in existence and will be available for public use regardless of race, color, or creed for at least 10 consecutive years in the case of public lands, and 5 years in the case of private lands, beyond the date that it is certified as a protected segment of the Mormon Pioneer National Historic Trail; (3) that the lands will be administered without expense to the United States; and (4) that the segment will be identified by a sign erected similar to that shown on the attached drawing, such sign to be initially supplied by the secretary of the Interior.

Applicant (Agency)..... Date.....
by..... .....
Title

Address.....
.....

IX. Certification

On behalf of the Secretary of the Interior, I certify that the lands described in the above application (1) meet the criteria for national historic trails as given in section 5(b)(11) of the National Trails System Act, as amended; (2) meet the supplemental criteria prescribed in the Comprehensive Plan for the Mormon Pioneer National Historic Trail; and (3) will be administered without expense to the United States. The lands so described are hereby certified as a protected segment of the Mormon Pioneer National Historic Trail.

By..... .....
Signature Title

.....
Date

APPENDIX F

Suggested State Management Plan - General Outline

PURPOSE OF PLAN

I. INTRODUCTION

A. Overview of Trail Segment
   1. General route description
   2. Facilities
   3. Significant scenic, natural, cultural, and historic resources
   4. Land ownership (Federal, State, Private)

B. The Maintaining Plan
   1. Goals and history
   2. Organization and administration
   3. Activities

C. Working Relationships and Cooperative Agreements with Other Groups
   1. Government (BLM, USFS, NPS, F&WS, COE, Local)
   2. Other maintaining groups

II. MANAGEMENT SYSTEM

A. The Designated Auto Route
   1. Primary Routes routing and marking
   2. Secondary Side Trails routing and marking

B. The Original Pioneer Trail
   1. Marking
   2. Clearing
   3. Treadway
   4. Overnight use facilities
   5. Water sources
   6. Relocations
   7. Side Trails
   8. Others (bridges, registers, trailheads, etc.)

C. Relationships
   1. Other maintaining organizations
   2. Mormon Pioneer Advisory Council
   3. Governmental partners (USFS, BLM, NPS, F&WS, State, Local)
   4. Abutting landowners

D. Resource Protection
    1. Fire prevention and suppression
    2. Law enforcement
    3. Search and rescue
    4. Information and education
    5. Segment monitoring
    6. Consideration of Environmental Impacts

D. Other Uses
    1. Trail users
        a. compatible
        b. incompatible

III. REVIEW AND REVISION OF PLAN

IV. COOPERATIVE AGREEMENTS

V. MAPS

APPENDIX G

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APPENDIX H

MAP REFERENCES

Illinois/Iowa	1
Central Iowa	2
Western Iowa	3
Eastern Nebraska	4
East Central Nebraska	5
Central Nebraska	6
West Central Nebraska	7
Western Nebraska	8
Eastern Wyoming	9
East Central Wyoming	10
West Central Wyoming	11
Western Wyoming	12
Utah	13

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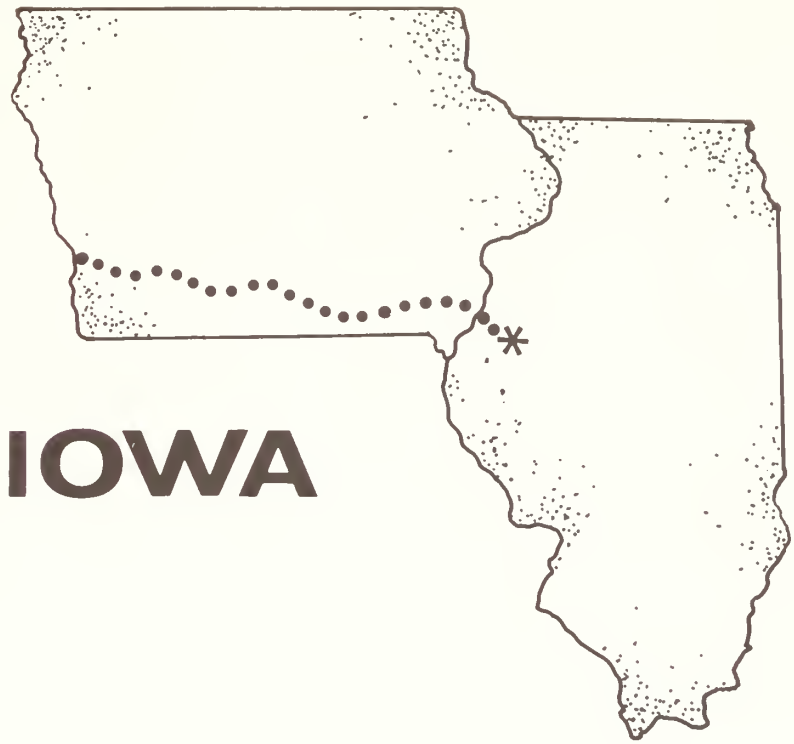

IOWA

ILLINOIS

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

NORTH

map 1

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SCALE IN MILES 1"=8 MI.

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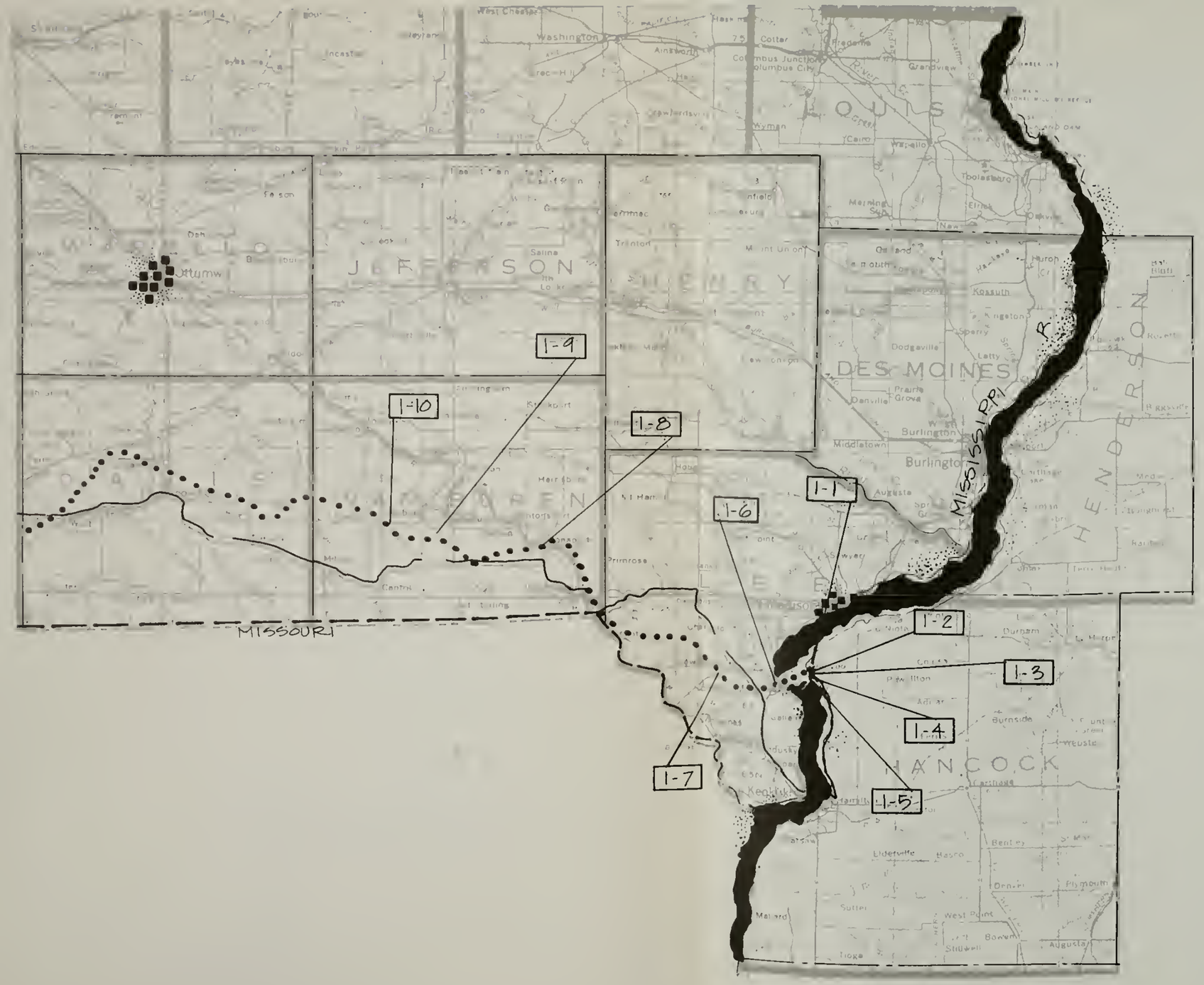
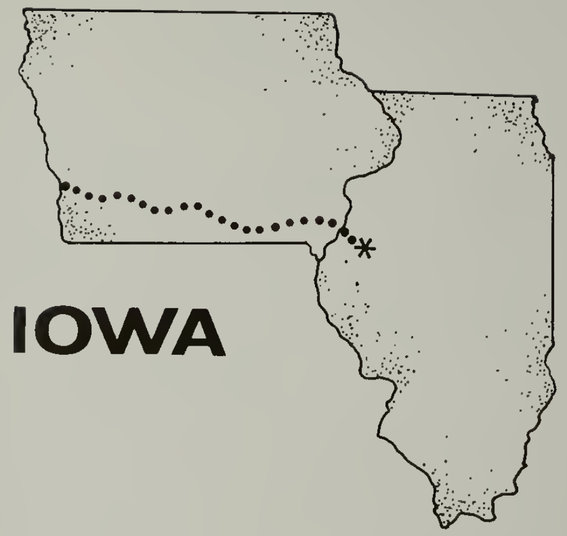
RMR	AUGUST 81





legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

map 1

NORTH

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SCALE IN MILES 1"=8 MI.

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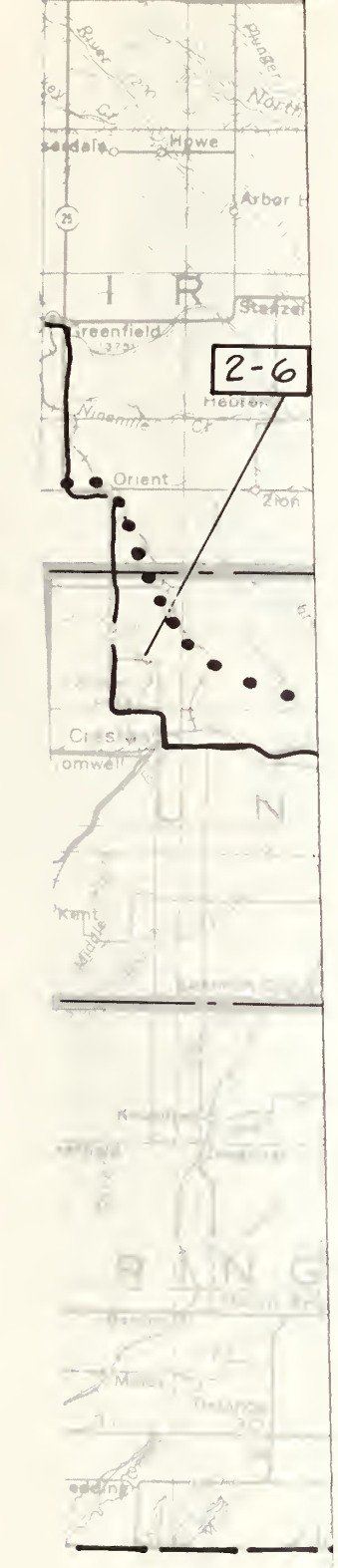

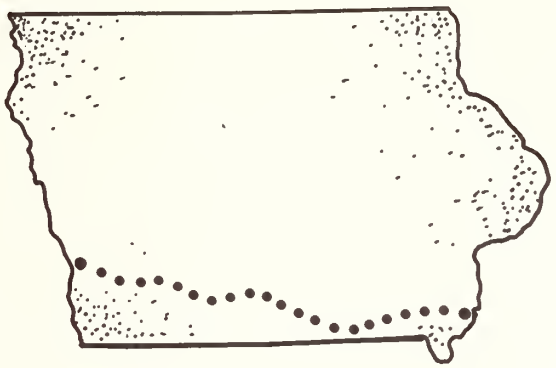

IOWA

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

NORTH

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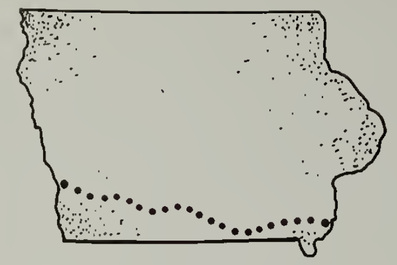

IOWA

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

NORTH

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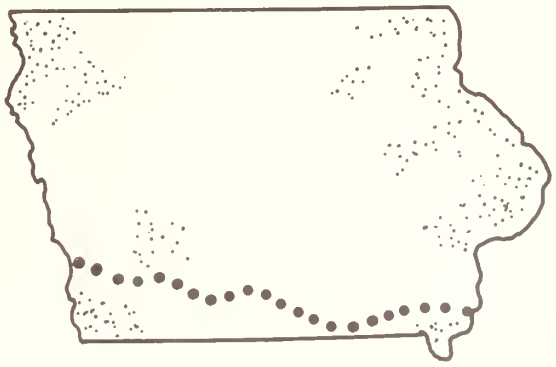

IOWA

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

NORTH

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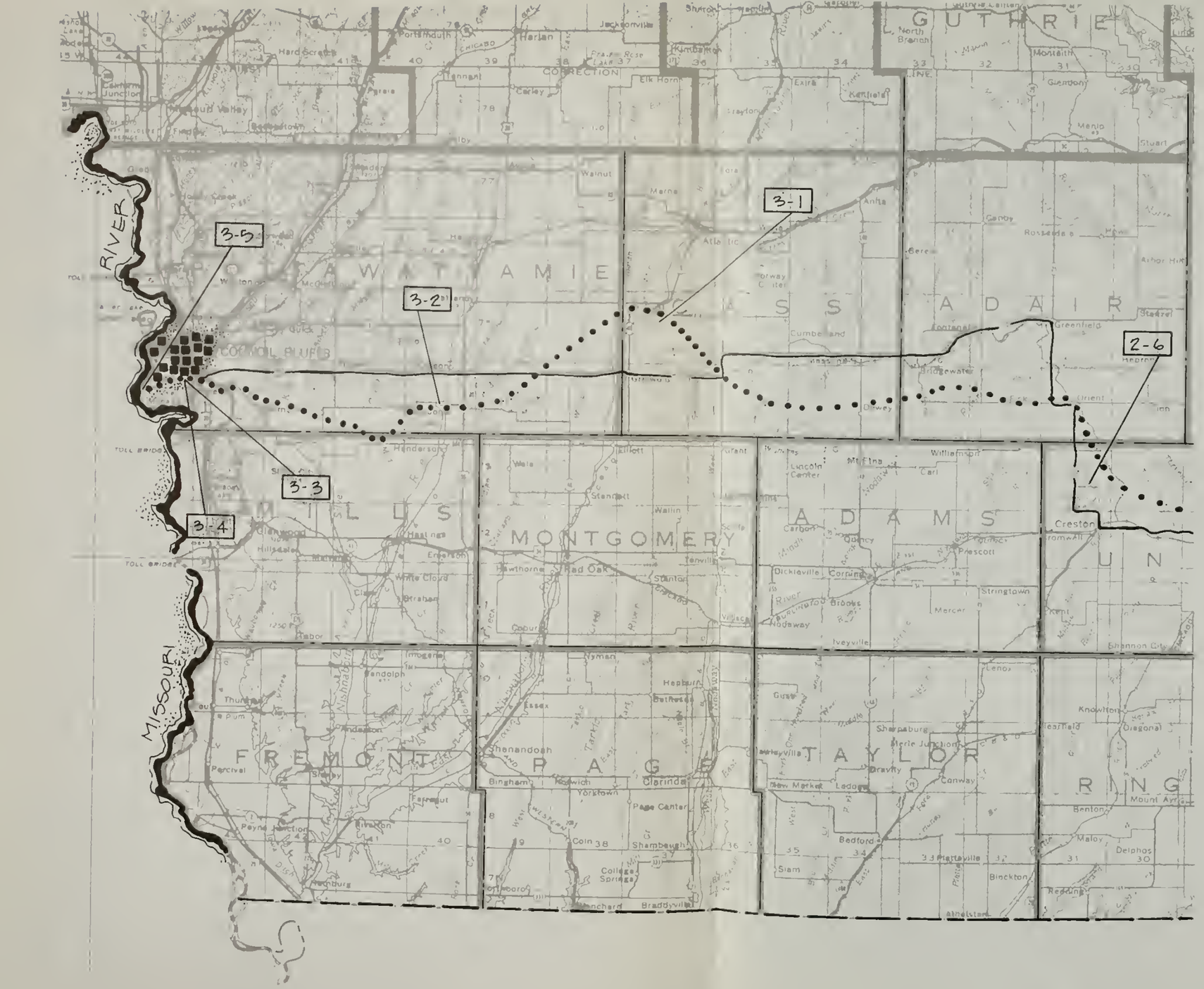

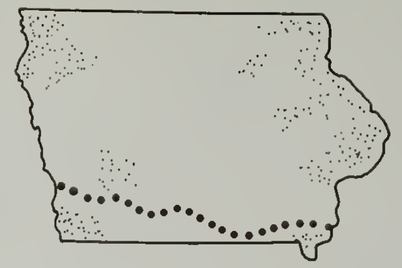

IOWA

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

NORTH

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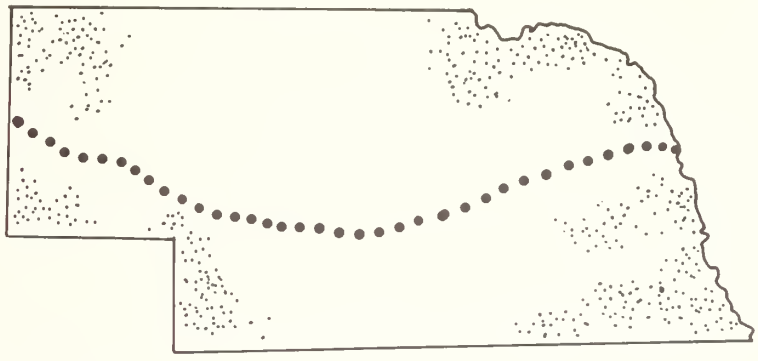

NEBRASKA

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

map 4

NORTH

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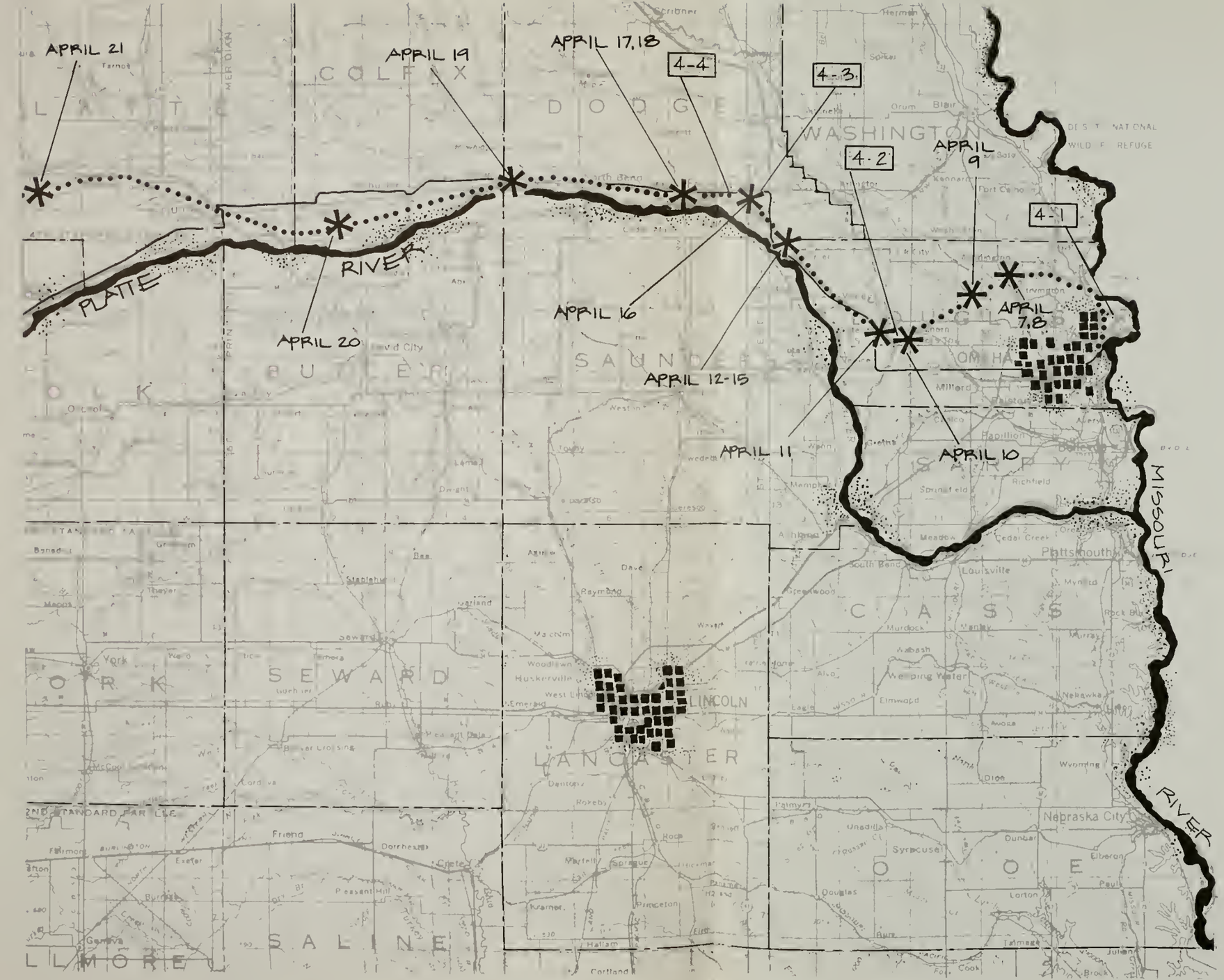

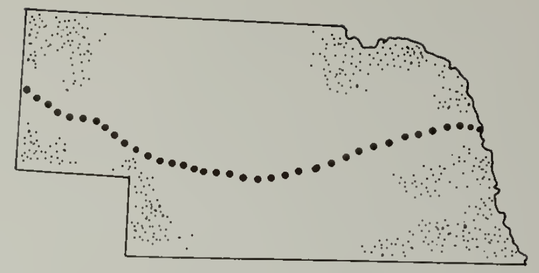

NEBRASKA

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

NORTH

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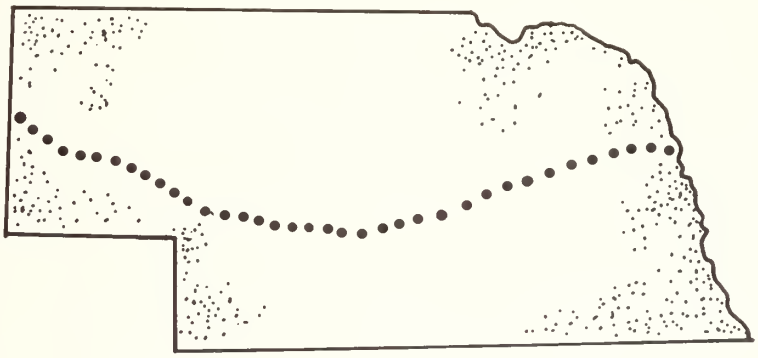

NEBRASKA

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

NORTH

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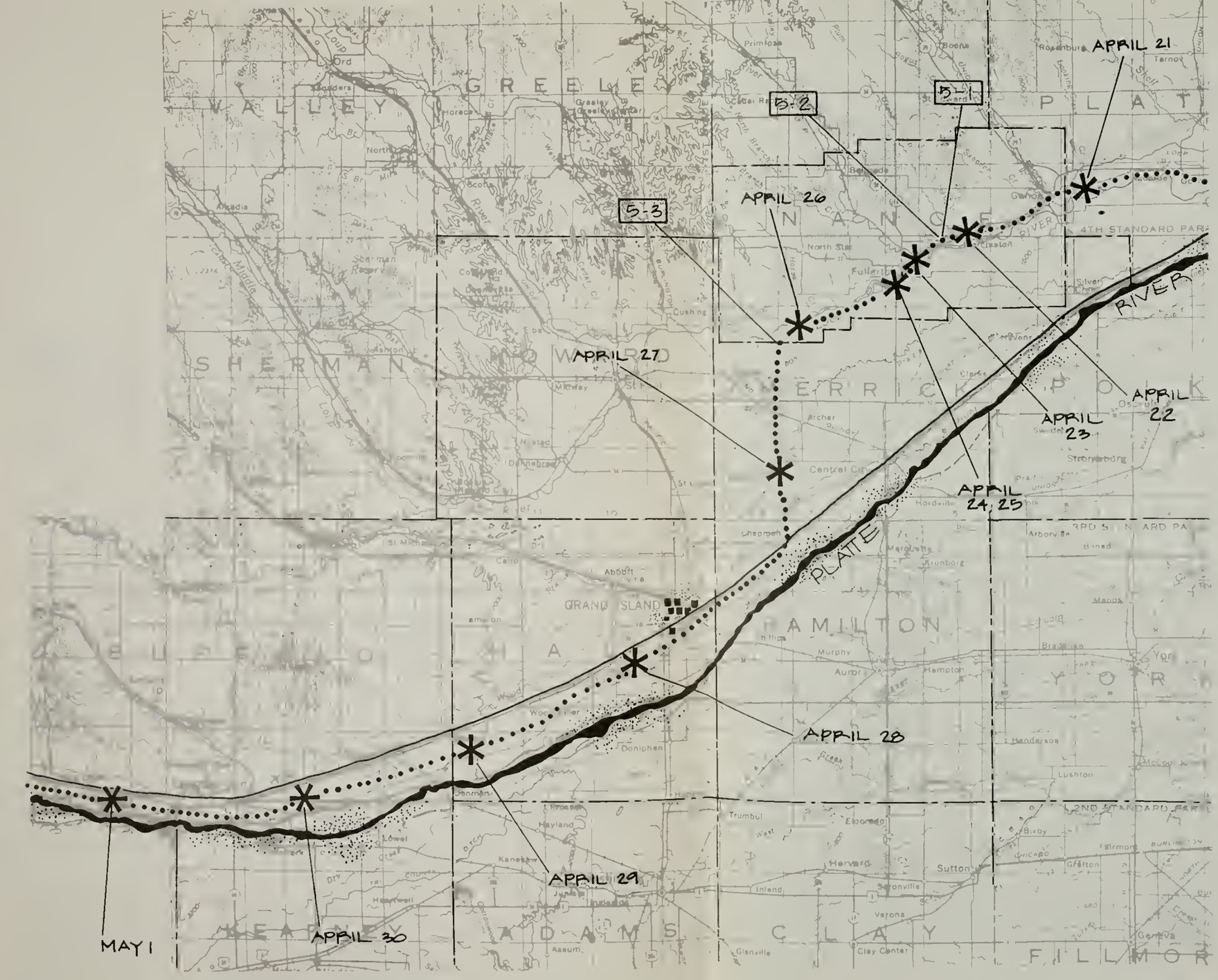

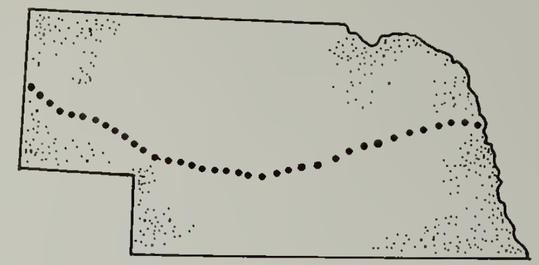

NEBRASKA

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

NORTH

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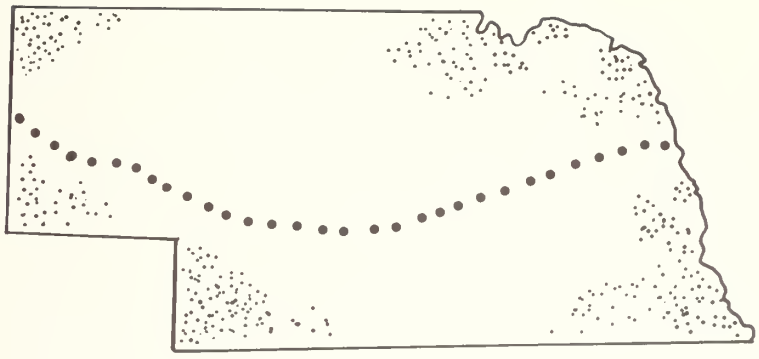

NEBRASKA

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

NORTH

map 6

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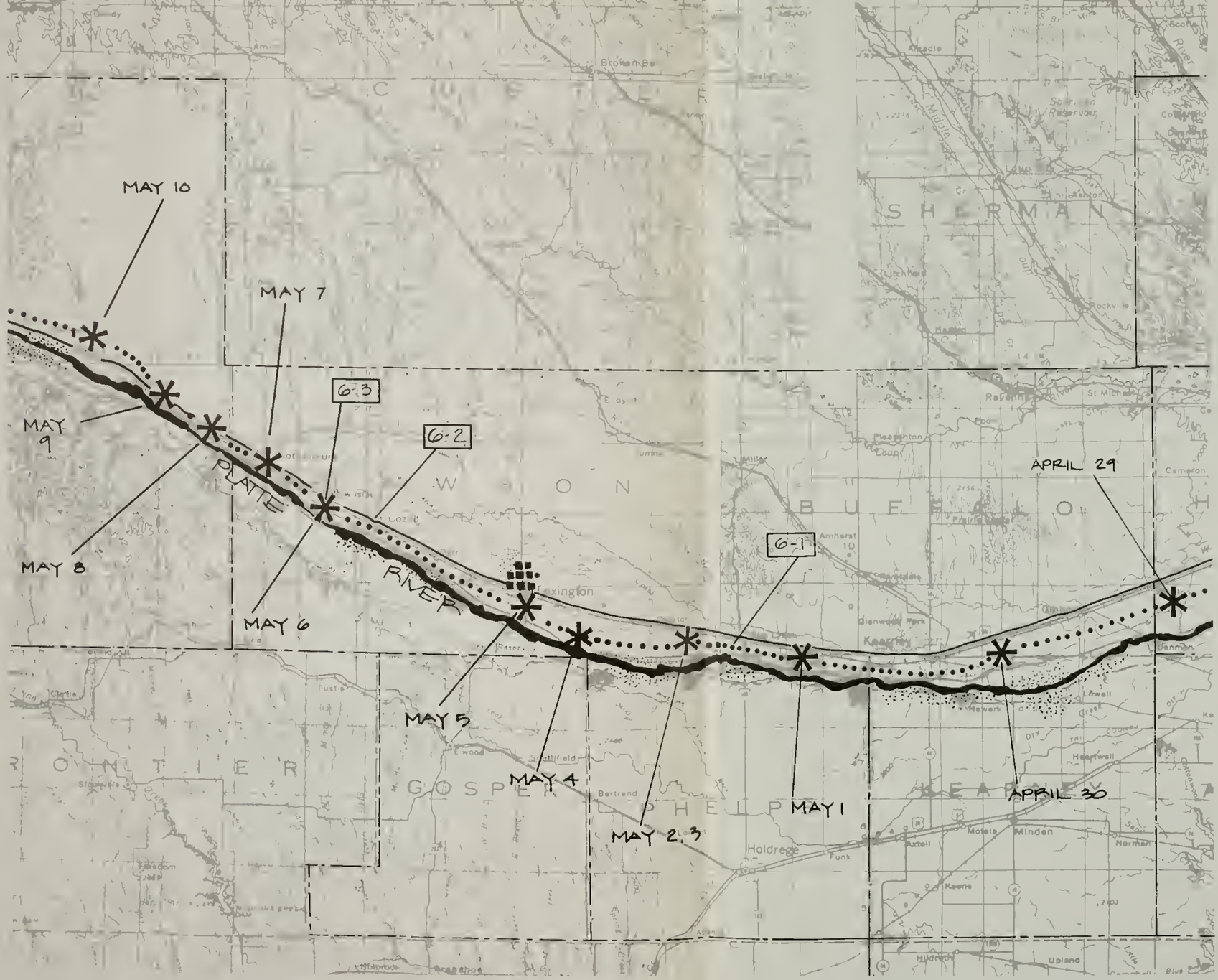

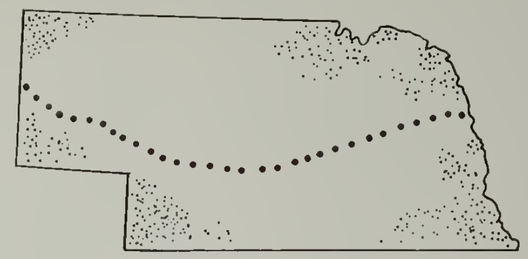

NEBRASKA

legend

- original trail
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- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

NORTH

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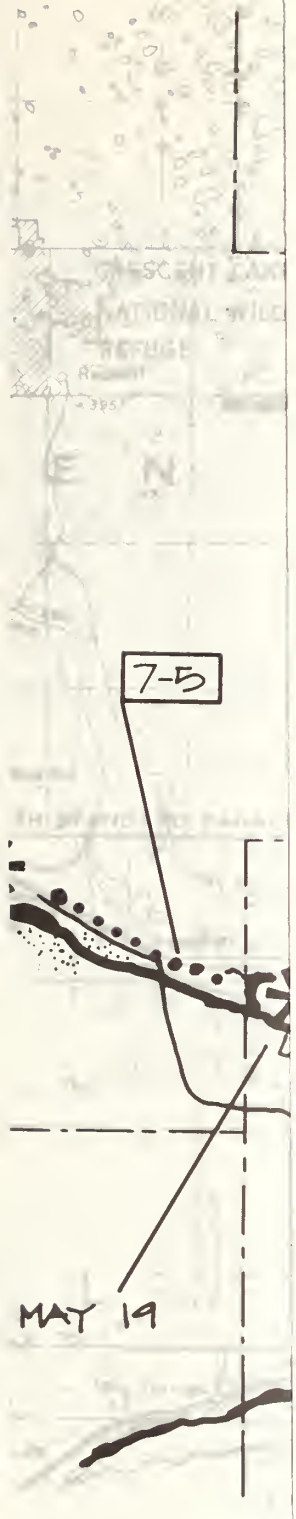

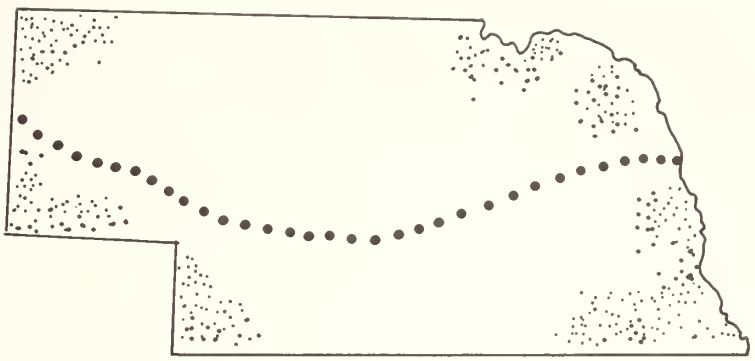

NEBRASKA

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

NORTH

map 7

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SCALE IN MILES 1"=8 MI.

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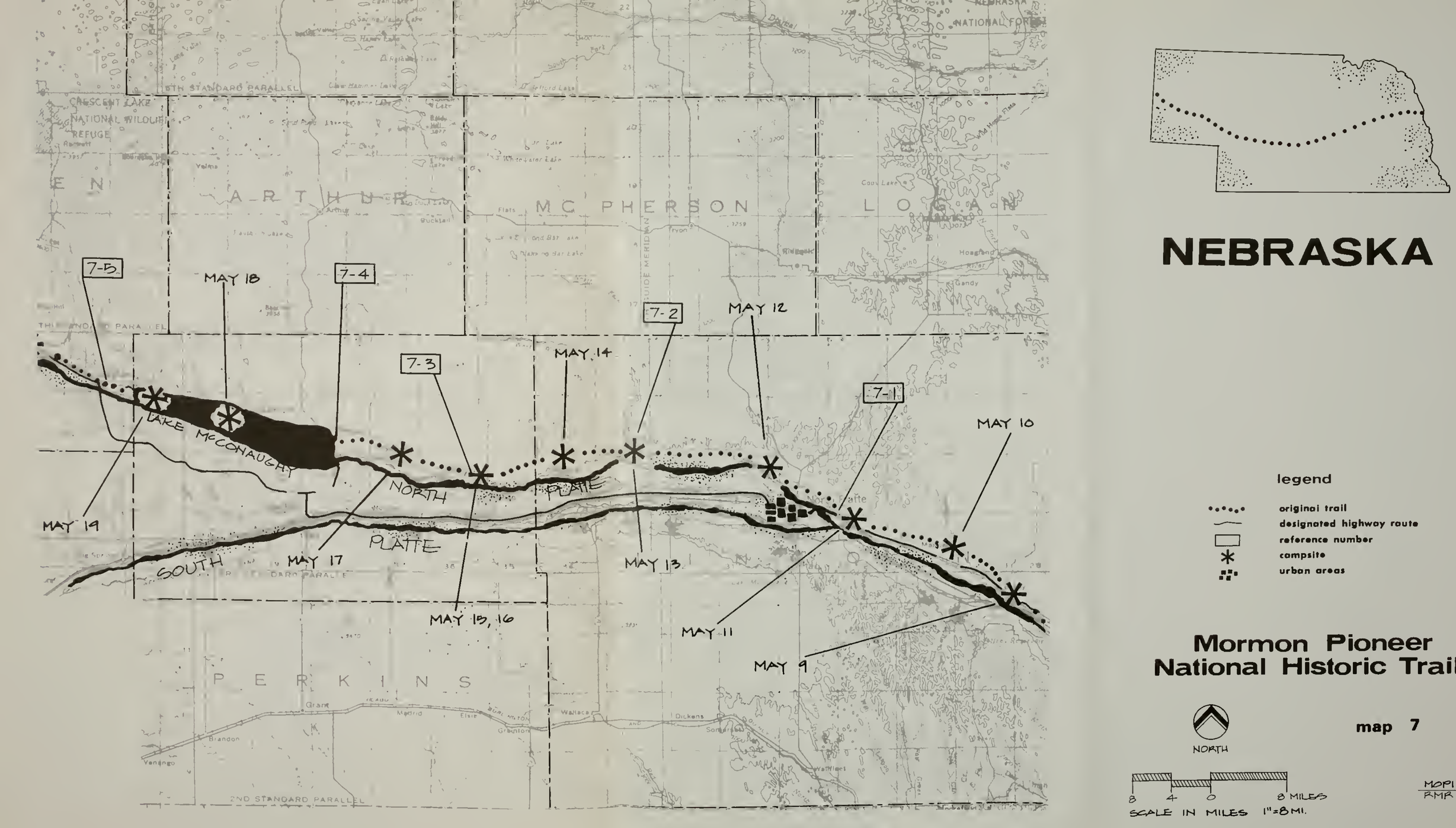

NEBRASKA

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

map 7

NORTH

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SCALE IN MILES 1"=8 MI.

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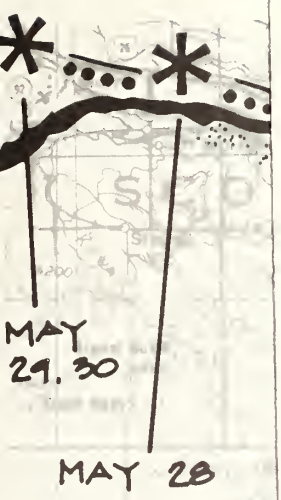

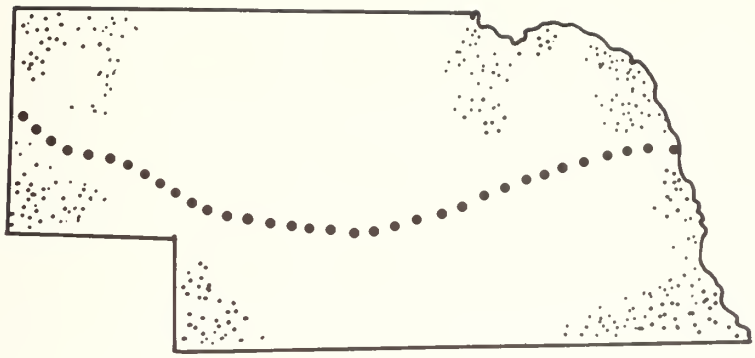

NEBRASKA

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

map 8

NORTH

8 4 0 8 MILES

SCALE IN MILES 1"=8 MI.

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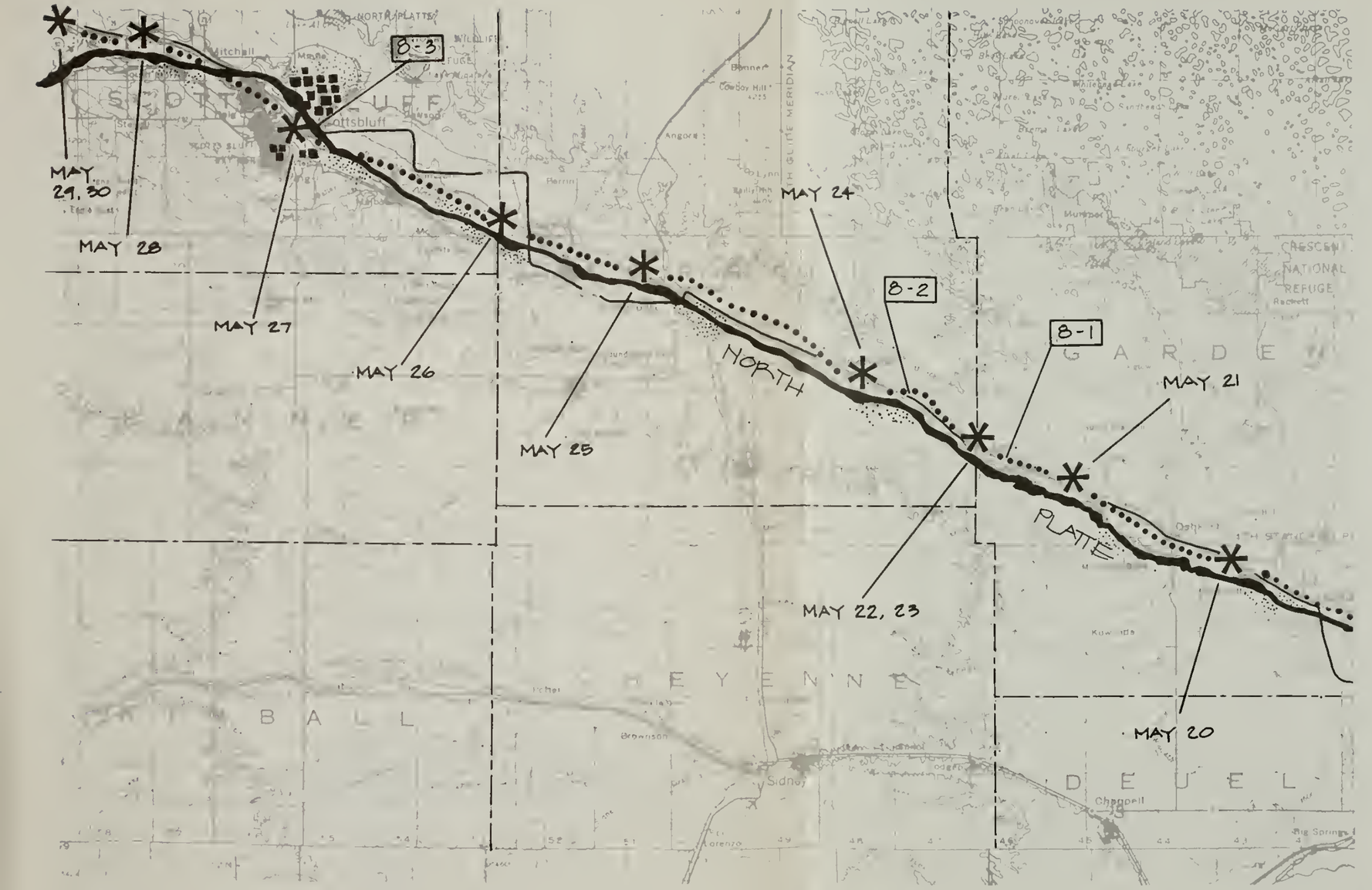

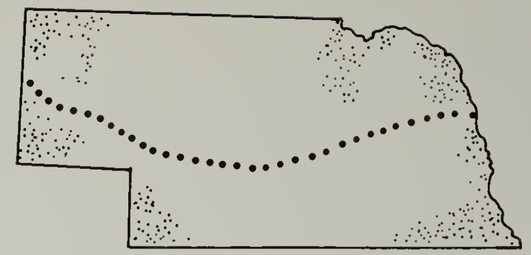

NEBRASKA

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

map 8

NORTH

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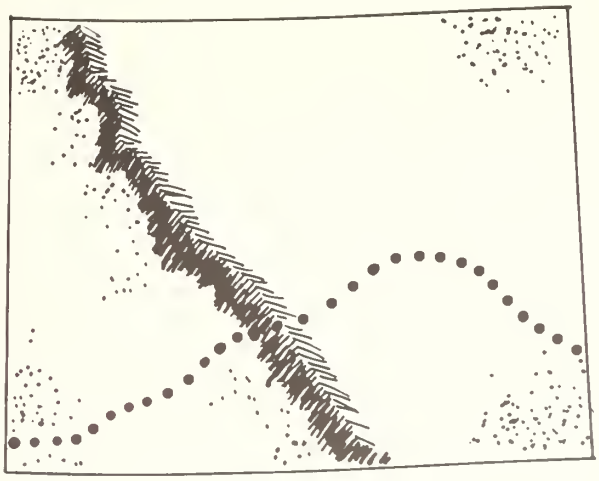

WYOMING

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

NORTH

map 9

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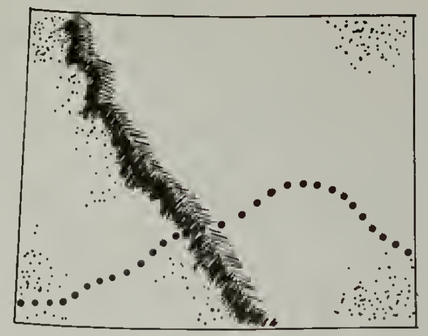

WYOMING

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

map 9

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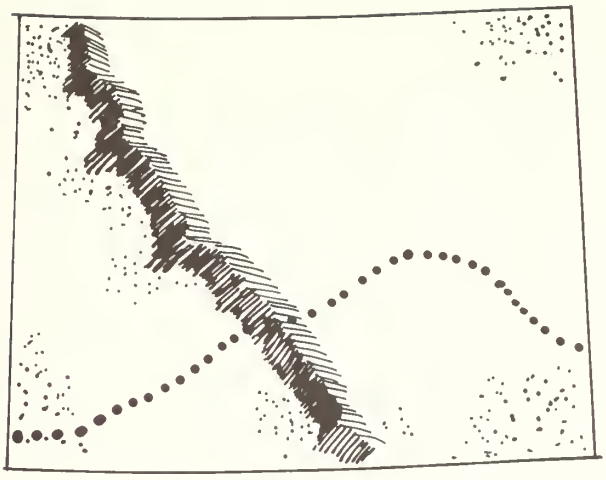

WYOMING

legend

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- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

NORTH

map 10

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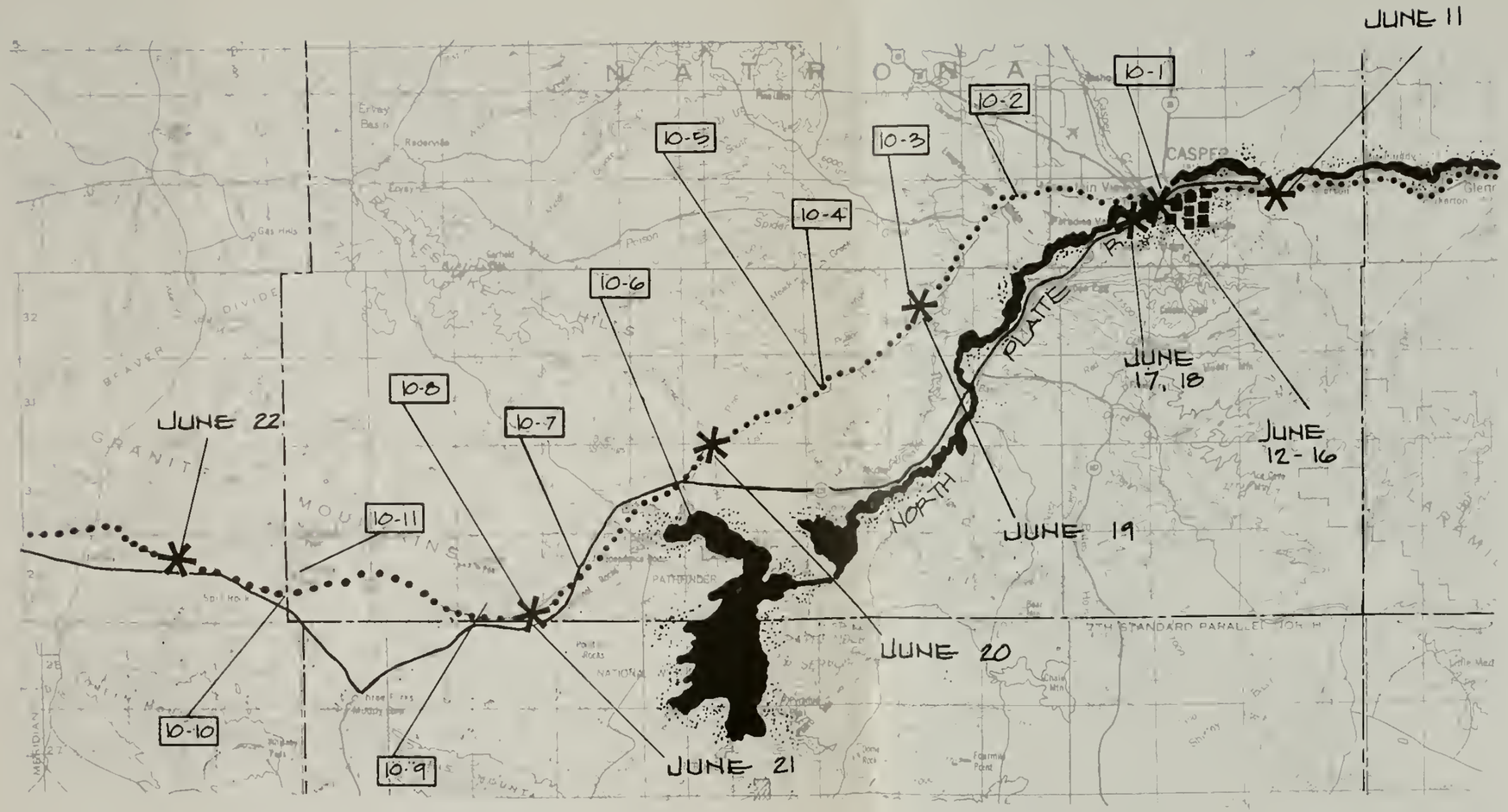
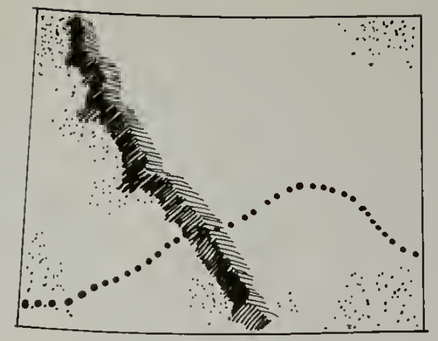
RMR	AUGUST 81





WYOMING

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

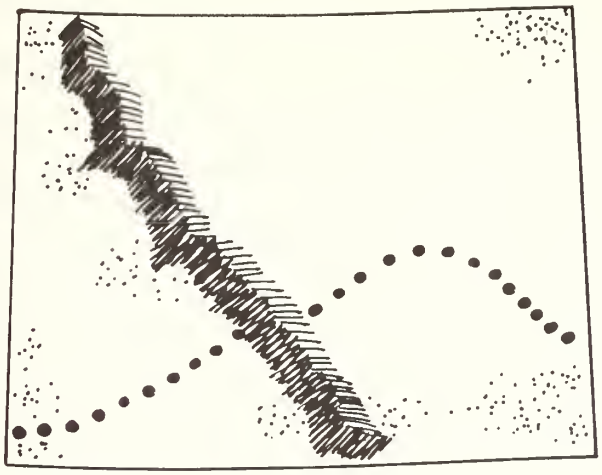
map 10

NORTH

8 0 8 MILES

SCALE IN MILES 1"=8 MI.

MOPI	80,000 A
RMR	AUGUST 81



WYOMING

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

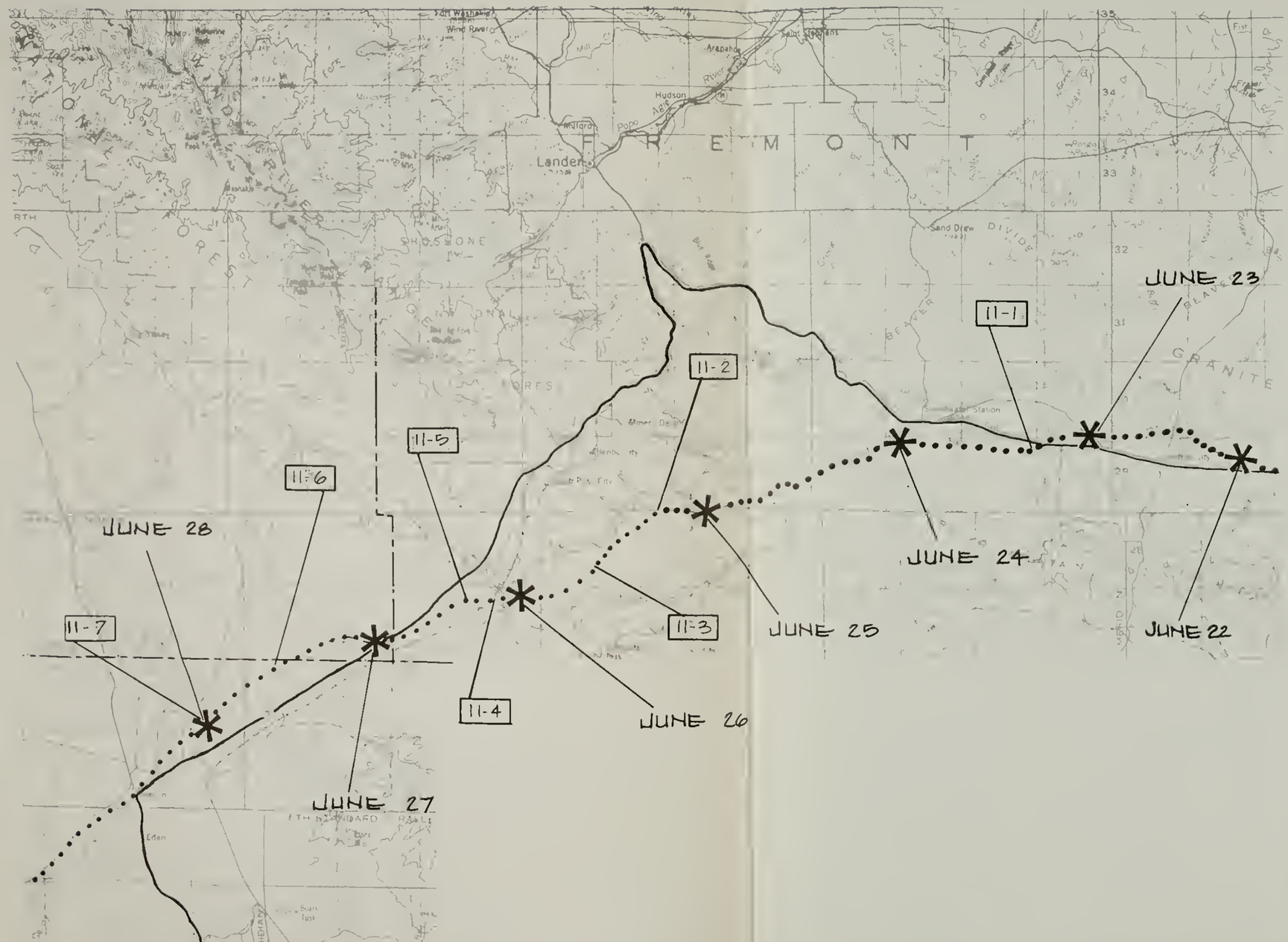
NORTH

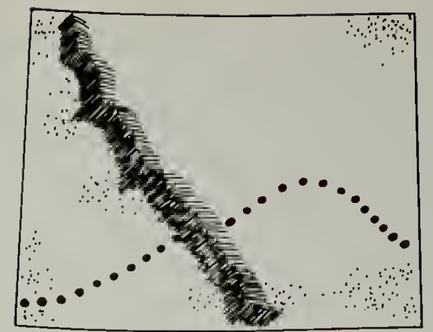
map 11

8 4 0 8 MILES

SCALE IN MILES 1"=8 MI.

MOPI	80,000 A
RMR	AUGUST 81





WYOMING

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

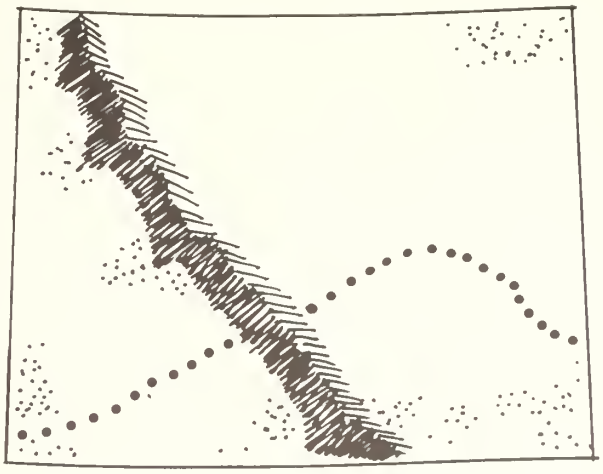
map 11

NORTH

8 4 0 8 MILES

SCALE IN MILES 1"=8MI.

MOPI | 80.000 A
RMR | AUGUST 81



WYOMING

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

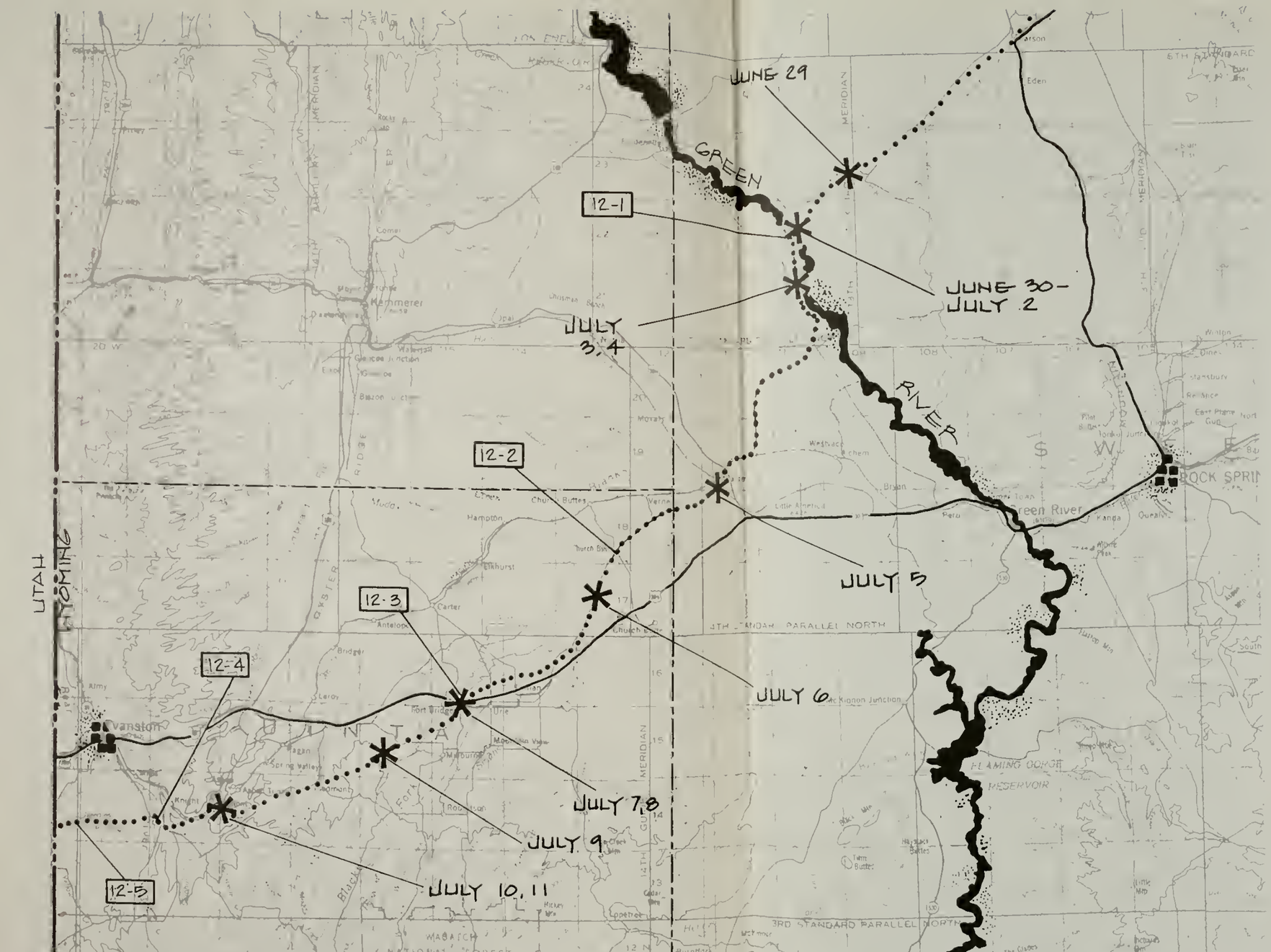
NORTH

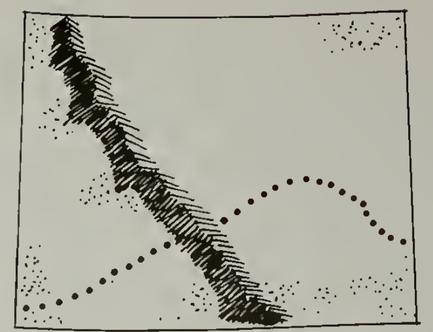
map 12

8 4 0 8 MILES

SCALE IN MILES 1"=8 MI.

MOPI	80,000 A
RMR	AUGUST 81





WYOMING

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

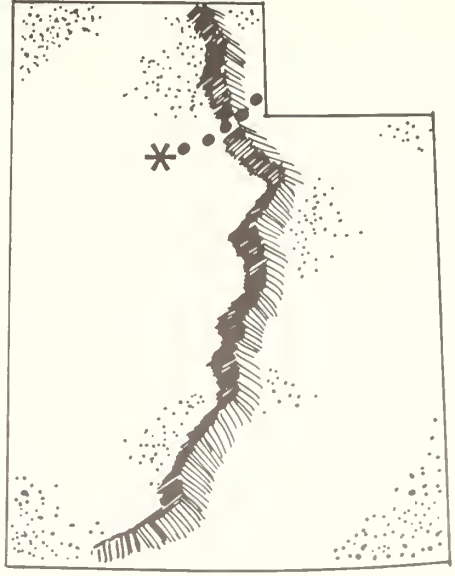
map 12

NORTH

8 4 0 8 MILES

SCALE IN MILES 1"=8MI.

MOPI	80.000 A
RMR	AUGUST 81



UTAH

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

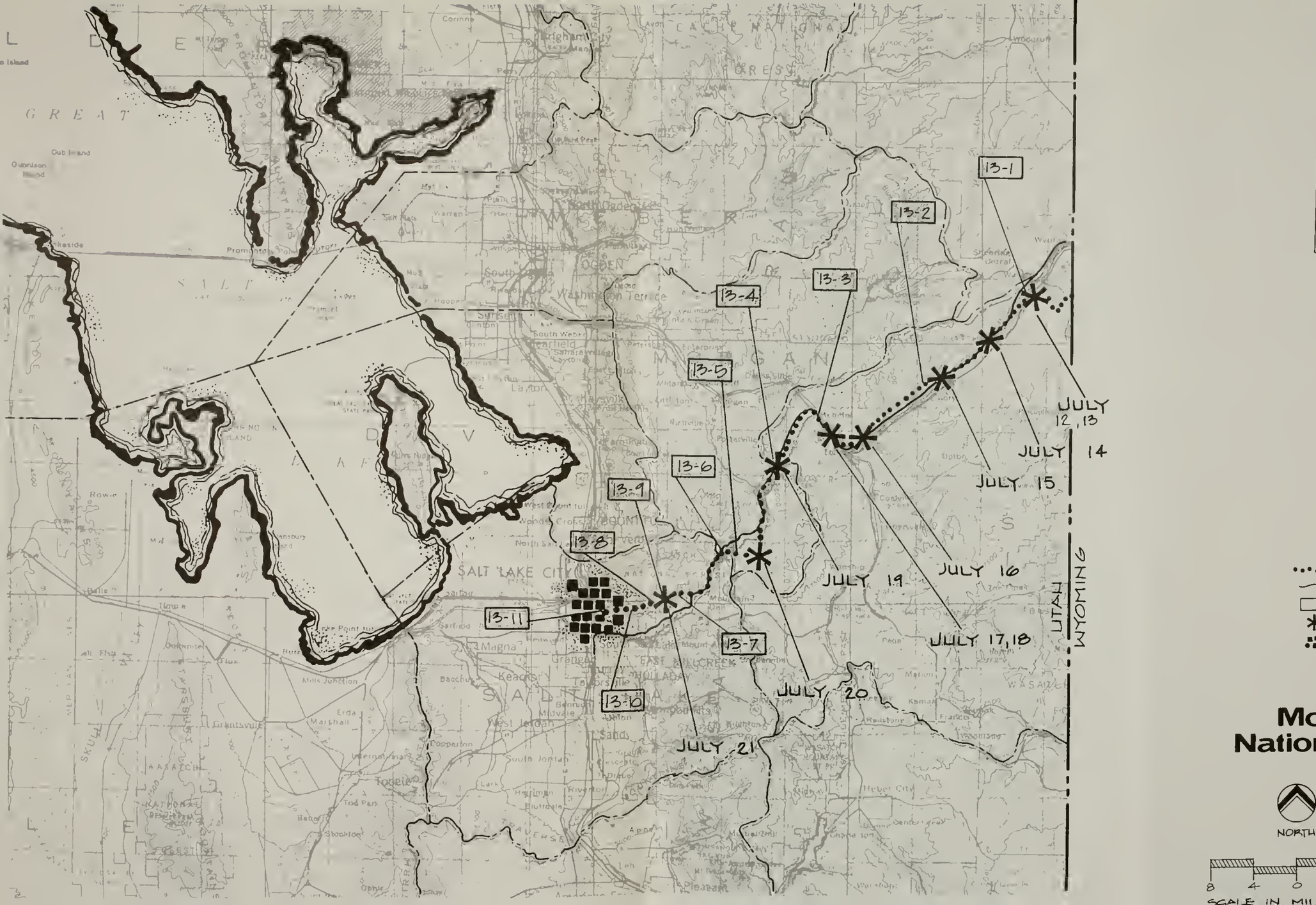
NORTH

map 13

8 4 0 8 MILES

SCALE IN MILES 1"=8 MI.

MOPI	80,000 A
RMR	AUGUST 81



UTAH

legend

- original trail
- designated highway route
- reference number
- campsite
- urban areas

Mormon Pioneer National Historic Trail

map 13

NORTH

8 4 0 8 MILES

SCALE IN MILES 1"=8MI.

MOPI	80.000 A
RMR	AUGUST 81